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MEET THE BLAIR FAMILY

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BY M. A. MILLER

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PUBLISHED IN COOPERATION WITH
THE BLAIR COUNTY HISTORICAL SOCIETY
HOLLIDAYSBURG, PENNSYLVANIA

ARMS OF BLAIRS OF AGHADOWEY, COUNTY ANTRIM, PROVINCE OF ULSTER.

BLAZON.

ARG., ON A SALTIRE BETWEEN TWO CRESCENTS IN THE FLANKS AND A GARB IN BASE SA., FIVE LOZENGES (OR MASCLES) VOIDED OF THE FIRST.

The Coat of Arms of the Blair Family

Courtesy George Dike Blair, Jr.

1164669

DEDICATED TO
THE BLAIR COUNTY FOUNDATION
FOR THE BLIND

Organized under date of January 19, 1931, providing a method by which those who desire may put funds in the hands of a Foundation Trust with every assurance that such funds will be applied where they will do the most good for the blind people of Blair County, as well as aid in the prevention of blindness.

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PREFACE

The compilation and publication of "Meet the Blair Family" is timely, being done during the year of the observance of Blair County's triple centennial celebration; the formation of the County of Blair, the chartering of the Pennsylvania Railroad Company, and the erection of the Elias Baker mansion, now the museum of the Blair County Historical Society.

The purpose of a publication of this nature is to preserve for posterity a record of those individuals whose deeds and sacrifices contributed to the welfare of the succeeding generations.

Another purpose is the aid and inspiration future researchers and historians will receive through the study and perusal of the contents of this contribution to the genealogy and history of one of our most prominent Juniata Valley families.

The author's endeavors and his presentation of the subject matter is commendable, and will bring to him the satisfaction of creating a valuable publication, in which his is the first effort made to place in print the story of the Blair family of Blair's Gap, including John Blair after whom Blair County is named.

The naming of a room in the Baker Mansion to the memory of John Blair by the Lions Club of Blair County, through the efforts of Mr. Miller, is more than the payment of a nominal sum of money.

Naming a room not only honors the name of the man after whom Blair County is named and thereby providing a place where historic items pertaining to transportation can be grouped, exhibited and preserved, but it also brings to the Society and its museum the interest and support of a fine group of progressive business men who are finding time to preserve history while making history.

The assistance of two of our most distinguished local historians, Mr. Harry A. Jacobs and Mr. Harry A. McGraw, in their examination and approval of the contents of this publication, is gratefully acknowledged.

FLOYD G. HOENSTINE
Secretary and Director
The Blair County Historical Society

SUSANNAH BLAIR, daughter of John Blair, was born on March 11, 1795. She married John Walker on February 1, 1816, at her father's home at Blair's Gap. She died September 20, 1842. Photographic copy of an oil painting owned by Mrs. Samuel H. Eldon of Altoona, Pa.

Grateful acknowledgments are made to various individuals, as well as to historians of the past:

Floyd Hoenstine, Director of the Blair County Historical Society, who has gathered information and data on the Blair family for many years. Without his valuable collection, this presentation could not have been possible. His reprint of U. J. Jones—"History of the Early Settlements of the Juniata Valley" (1855), with notes and extensions compiled as a Glossary from the memoirs of early settlers (1940); also his book—"Soldiers of Blair County." (1940), are the historians' handbooks on our local history.

Charles Howard Welch, M. E., A. B. — "History of Mount Union, Shirleysburg, and Shirley Township" (1909-1910).

William Mason Cornell, D. D., LL. D.,—"History of Pennsylsylvania" (1879).

Tarring S. Davis - Lucille Shenk, Associate Editor—"A History of Blair County" (1931).

Samuel T. Wiley and W. Scott Garner—"Biographical and Portrait Cyclopedia of Blair County" (1892).

"The Genesis of Mifflin County" (1939) by John Martin Stroup, President of Mifflin County Historical Society and Raymond Martin Bell, Washington and Jefferson College.

Souvenir Edition—"Historic Huntingdon" (1909), James H. Nale, Chairman Historical Committee of the Old Home Week Association, Huntingdon, Pa.

"History of Huntingdon County" by M. S. Lytle (1876).

"History of Huntingdon and Blair Counties" by J. Simpson Africa (1883), results of efforts of Major Louis H. Everts.

"Blair County's First Hundred Years" (1846-1946), George A. Wolf, Editor-in-Chief.

Bosler Memorial Library, Carlisle, Pa.

"The Paths of Inland Commerce"—Archer B. Hulbert (1920).

"Illustrated Altoona" (1896)—Charles B. Clark, Esq.

"Gazetteer of Pennsylvania" (1832) furnished to the Auth[illegible] by Mrs. Elsie Slack Barley of Rosemont, Pa.

"Scotch and Irish Blairs" (1894) by J. C. Blair of Huntingd[illegible] Pa.

"A Biographical Sketch" by E. E. C. Gibbs. (Dedication of th[illegible] J. C. Blair Memorial Hospital, Huntingdon, Pa., May 1910).

"Sesqui-Centennial-Huntingdon County" (1787-1937). Hunt[illegible] ingdon County Historical Society, Charles L. Reed, President.

"Gable & Company's Thirtieth Anniversary" (1914).

"Sesqui-Centennial-McConnellsburg" (1786-1936).

"The Pictorial Sketch Book of Pennsylvania" by Eli Bowe[illegible] (1852).

"History of Topography of Cumberland and other Counties" by I. Daniel Rupp (1846).

"History of the Presbytery of Huntingdon" by William Gibson, D. D. (1874).

"History of the City of Altoona and Blair County" by Harry Slep and James H. Ewing (1880).

"Twentieth Century History of Altoona and Blair County" by Jesse C. Sell (1911).

"Historical Collection of Pennsylvania" (1843) by Sherman Day.

Mr. Harry A. Jacobs, Hollidaysburg, Pa.

Mr. Harry A. McGraw, Altoona, Pa.

Mrs. Laura Jean Walls, Blair's Gap, Pa.

Mrs. Mildred Eldon, Altoona, Pa.

Mrs. Edith Edna Ormsby, Martinsburg, Pa.

Miss Clara Hetherington, Dubuque, Iowa

Mr. George Dike Blair, Jr., President of Blair Strip Steel Company, New Castle, Pa.

ILLUSTRATIONS

Blair Coat of Arms 2

Photograph from Oil Painting of Susannah Blair Walker 6

John Blair's Home, Blair's Gap (1810) 10

Reproduction from Original Bill-of-Sale of Personal Property of Thomas Blair of Blair's Gap (1810) 14

John Blair's Home in Huntingdon (1791) 25

Huntingdon in Early Canal Days 28

Hollidaysburg in 1810 31

Shinplaster 34

Picture of Juniata River 40

Reproduction of Reply of John Adams to Inhabitants of Huntingdon County. 48

Marion Dix Sullivan's Birthplace, Boscawen, N. H. Authoress of "The Blue Juniata" 51

Illustrations Depicting Transportation Beginning of Blair's Activities to Present Day:

1. Indians in Canoe 52
2. Ark 30
3. Keel Boat 30
4. Canal Boat 36
5. Man on Horseback at Pulpit Rocks, Huntingdon, Pa. 33
6. Packhorse Team 38
7. Conestoga Wagon and Stagecoach 39
8. Enginehouse at Head of Incline 37
9. Early Steam Engine and Cars 49
10. Modern Steam Locomotive 50
11. Passenger Automobiles 59
12. Passenger Bus 60
13. Blair County Airport, Martinsburg, Pa. 61

Home of John Blair, Esq., after whom Blair County was named, located about two miles west of Duncansville. The Huntingdon, Cambria and Indiana Turnpike and the Allegheny Portage Railway (Incline No. 10) passed close to the front door. According to J. Simpson Africa, the front part was built in 1785, and the stone part was built by John Blair in 1827.

Photo by Paul Kurtz

FOREWORD

When the Indian trader first penetrated the wilds of the Valley of Juniata, the only avenues of travel that traversed the area were the trails or paths used by the Indians. They were "bridle paths" and only wide enough to admit the passage of a horse and rider. Following the French and Indian Wars, roads were built from various points.

The Blairs migrated from Path Valley, Franklin County (1784). The principal road from this section was a road which entered Huntingdon County in the vicinity of Blair's Mills and passed up Trough Spring branch of the Tuscarora Creek, on through Shade Gap, through Orbisonia, Shirleysburg, Mount Union to Huntingdon; thence crossing the Juniata River on the south side of the lower end of Cypress Island, over Warrior's ridge and crossing to the north side of the Juniata River at Alexander, thence by Water Street and Canoe Valley to Frankstown, and to Hollidaysburg.

As early as 1772 petitions for roads were started and little was accomplished. Captain Thomas Blair instituted a pack-horse route over the Alleghenies. Not until his son, John Blair, in 1815, pushed through the Huntingdon, Cambria and Indiana Turnpike Road Company was there a transportation lane of sufficient worth to permit extensive travel and commerce between Huntingdon and Pittsburgh, which led to the great development of the iron industry in the Upper Juniata Valley.

The Assembly, on the 9th day of March, 1771, passed an Act declaring a number of streams public highways for the purpose of navigation. The Juniata, with its branches as far as Bedford and Frankstown, was embraced within the provisions of the Act. From this time on, authorization was granted to create good and convenient landing for boats and rafts. Ferries were authorized with the mandate to keep same in good repair, fit for men, horses and carriages to pass and repass. Toll bridges were authorized.

The following is quoted from the Souvenir Edition of "Historic Huntingdon":

> "The numerous mountain gorges along the course of the Juniata presented so many difficulties in the way of constructing a passable artificial road, that little could be done with the amount of money from time collection by taxation, or appropriated from the public treasury

towards that end, and after the upper part of the valley had reached that state of improvement as to have a surplus of the products of agriculture or manufacturers, resort was had to the river for reaching the eastern markets. The ark and keel-boat were introduced. The first was constructed of hewn and sawed lumber, fastened together with wooden pins, built to carry freight down the river, and after the discharge of the cargo sold, it was taken apart and the plank and timber used for building. The keel-boat was constructed somewhat like the hull of the present canal boat, and after unloading its downward freight, brought back such commodities as the merchants and others purchased in the East. It was 'pushed' up stream by men working with poles, a slow and slavish process. With the removal of some obstruction, the navigation of the Juniata to its mouth and the Susquehanna to Harrisburg became to experienced rivermen comparatively easy and safe, but the terror of the boatmen was 'Conewago Falls.' It was reserved for some brave spirits of the upper Juniata to successfully grapple with the perils of these falls."

While the early pioneers were struggling through, George Washington caught something of the actual grandeur stretching towards the setting sun, unified by paths of inland commerce; yet, the difficulties of the Alleghenies remained to be overcome. In 1815 John Blair began breaking ground for the turnpike above referred to, and up to this time there was no definite program for carrying out the great vision of Washington.

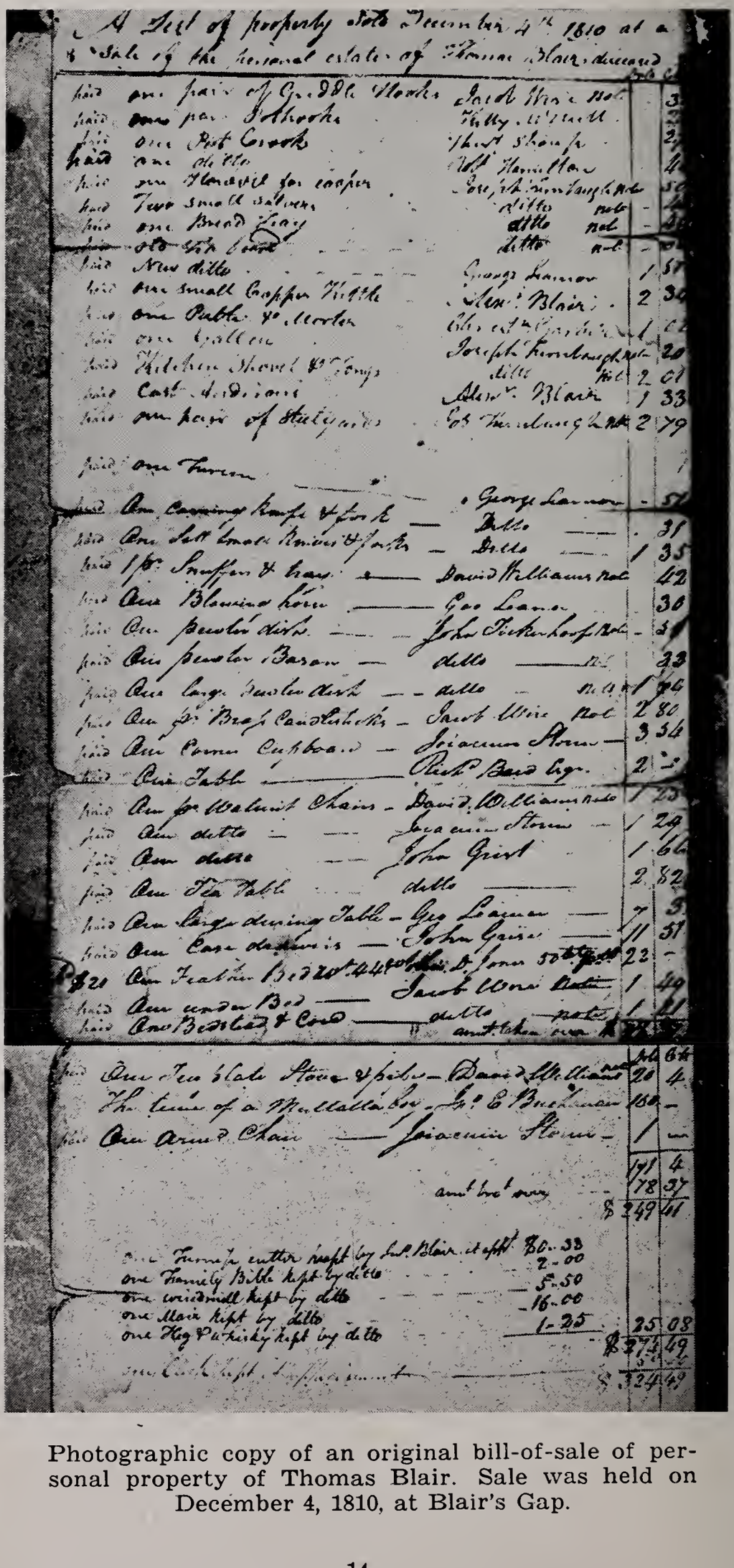
John Blair, along with John Scott of Alexandria, were the commissioners of Huntingdon County, (which comprised Blair County in those days) to plan for the Pennsylvania Canal, Juniata Division. This canal, along with the portage inclined plane railroad, constituted the second great triumph for transportation. Two years after the death of John Blair, a staunch boat "Hit or Miss" from Lackawanna, owned by Jesse Crisman and captained by Major Williams, made the journey across the whole canal. It rested for the night on Allegheny Summit, after ascending the inclined plane, descended the next day into the tributaries of the Ohio River and sailed for St. Louis.

The presentation of "Meet the Blair Family" is an earnest attempt to give the genealogy of John Blair, so that in the passing of the First Hundred years of the County's history, the County which bears his name, and in the passing panorama of the swift moving years ahead may not obliterate the accomplishments of this distinguished man, and that it may become a landmark and a beacon light to warn and guide the footsteps of this and coming generations from the evils of un-American ideas, as well as prevent us from being lulled into forgetfulness of the gratitude we owe to John Blair. Undoubtedly, from the pioneers down to this day, there

are many others in the historic rolls of America who would present lustrous narratives, yet can there be any to match the marvelous contribution of this man and his father to the building and preserving of a base through transportation, with little at hand to use, but creating the traffic lanes which then and ultimately helped more than any other effort to establish this nation as the greatest industrial power in the world. The building of the Portage road, a connecting link between the Juniata Division of the canal and the Conemaugh Division, a great engineering accomplishment, proved the feasibility of the ultimate building of the Pennsylvania Railroad Company's lines across the barrier in 1854.

The genealogy as presented here is not complete, but it is hoped that further information will be furnished by descendants and those interested parties who have additional facts in their possession, so that same may be made a matter of record in the "John Blair Room," Baker Mansion, museum of the Blair County Historical Society.

M. A. MILLER
Author



Photographic copy of an original bill-of-sale of personal property of Thomas Blair. Sale was held on December 4, 1810, at Blair's Gap.

SCOTCH AND IRISH BLAIRS

BACKGROUND OF THE BLAIRS

The background of the Huntingdon and Blair County Blairs comes from a family of great antiquity in Scotland and like so many others in that kingdom, is territorial. The word Blair or Blar properly signifies a plain clear of woods, but the Celtae in general choosing such plains for their hostile encounters, the word came at length to signify a field of battle.

Of the family of Blair of Blair, in Aryshire, the first on record was William de Blair in the year 1205, during the reign of William the Lion.

There is also a family of Blairs of Balthyock in Pertshire, at which time Alexander de Blair flourished in the reigns of William the Lion and his son, Alexander the Second.

The study made by J. C. Blair of Huntingdon, Pa., or made at his direction, printed in 1894, outlines a considerable number of the early Blairs both in Scotland and Ireland. Apparently the early Blairs were from Scotland and many later migrated into Northern Ireland in the province of Ulster, county Antrim, more particularly a point known as Aghadowey. The given names of the Blairs have a great significance. We find uniformity throughout, with such names as Thomas, William, Robert, James, Alexander, Alexandria, John, Bryce, and the American name Brice. The similarity of the names of the family of John Blair of Fannett Township, and the Blair family of Shade Gap indicates a very close blood relationship between the two families.

The Blairs in both Scotland and Ireland were eminent men of high rank in their various professions. There were chaplains, authors, lawyers, scholars, chronologists, physicians, and bankers.

During the late Sixteenth and early Seventeenth Centuries, attempts were made by the English throne to supplant the Presbyterian form of worship with that of the English Church, increasing the miseries of the Scotch so that many were induced to leave their dearly-loved land for regions where greater freedom could be secured. In 1612 King James divided some millions of acres in Northern Ireland into small holdings, at low prices, so that many Scots were thereby enabled to acquire some land. A band of young men from Argyleshire, Scotland, several of whom bore the name of Blair, settled in Londonderry, Northern Ireland.

TERRITORIAL ACTIVITY OF THE BLAIRS

In order to embrace the activities of these Blairs, the history of the early Juniata Valley must be understood, especially geographically; for instance, this area was first designated as Barree Township, Cumberland County. When Bedford County was formed practically all the present area of Blair County was included in Frankstown Township; however, as we look at the area today, the activities of the Blairs were in the counties of Franklin, Huntingdon, Blair and parts of Bedford. While Blair County takes the name of Blair, after John Blair, his activities were in the area embraced by the three above mentioned counties, and, of course, Blair County was not formed until 1846.

JAMES BLAIR OF AGHADOWEY

In the year 1718 James Blair arrived in Boston with his two sons, Robert and John. Robert remained in New England and John migrated to Pennsylvania, presumably first to Chester County and then to Fannett Township, Path Valley, then part of Cumberland County, now part of Franklin County. He took up a grant of land, acquired previously from the Penn heirs, soon after the treaty between the Six Nations of Indians and the Penn heirs, and he is known in history as John Blair of Fannett Township.

ALEXANDER BLAIR, FATHER OF JOHN BLAIR OF SHADE GAP

Alexander Blair was first reported in Chester County in 1755, and in 1765 became one of the earliest pioneers in what was later Huntingdon County, at Shade Gap. He married Rachael Carson, and according to the Second Series, Volume 2, Page 30, Pennsylvania Archives, this marriage took place on November 29, 1774. He had a son, John Blair, who was born at the old homestead near Shade Gap. This homestead was used for a hotel as well as a residence, and was destroyed by fire about the year 1874. John Blair remained at this spot all his life, and was a very successful farmer, as well as a justice of the peace. He had a son, Brice X. Blair, who was the father of John Chalmers Blair, who was born on the fourteenth day of November, 1847, within a mile of the spot where the pioneer ancestor, Alexander Blair, built a cabin in 1784.

CIVIL WAR ACTIVITIES

In 1860-61, Brice X. Blair, having taken the Government contract to carry the mails between Mount Union and Chambersburg, established a stage line for that purpose, assisted by his son "Chal,"

as he was called, who proved his business capacity by making trips over the line, acting as his father's agent in making settlements with hotel-keepers and other "booking agents," as they were then called. His first through trip to Chambersburg proved an eventful one for this youth, as he was only sixteen years of age and his father was serving in the Union Army, for upon his arrival at Chambersburg he saw the raiding Confederate Army under General Stuart coming into the town from the south. The stage was hurriedly turned, and retracing the route, he alarmed the people along the line till Shade Gap was reached about noon of the next day. This was the first news brought North of the Confederate invasion, as wires were cut by the troops at Chambersburg. At the same time, or at approximately the same time, Captain William W. Wallace, a recently demobilized Union officer arrived at Shade Gap commanding several hundred guards and former Union soldiers. Upon receiving this advice, Captain Wallace proceeded to McConnellsburg and later engaged a Confederate squadron of troops at Cove Mountain Pass on the Mercersburg Road but was forced to retreat. After the war was over he was given credit by proper resolution of the Railroad Company for having prevented the Pennsylvania Railroad lines being severed at Mount Union, because of the fear created by Wallace's action, of an ambush by larger Union forces. Yet this lad, Chal Blair, was really the Paul Revere who gave the alarm to the inhabitants of the Juniata Valley of the approach of the Confederates, which largely contributed to Captain Wallace's good strategy in his later engagement with the Confederates.

ACTIVITIES OF JOHN CHALMERS BLAIR

On May 25, 1871, John Chalmers Blair married Miss Kate Fisher, the daughter of the Hon. Thomas Fisher, of Huntingdon. Over a period of years, from an humble beginning in business, he became the founder and president of the J. C. Blair Company, the largest stationery and book firm of its kind in the world. His philanthropies are well known in Huntingdon, Pa. Mrs. Blair, after his death on June 23, 1897, at the age of forty-nine years, seven months and six days, donated to the Borough an athletic field, ground and park; and on May 31, 1910, the cornerstone for the J. C. Blair Memorial Hospital was laid, as a memento to J. C. Blair, and made possible by a direct donation of $110,000 from Mrs. J. C. Blair. The above is recorded here in order to show the relationship, if any, between John Blair of Shade Gap and John Blair of Blair's Gap, for frequently their activities have been miscon-

strued one with the other, as will be shown more completely in the biographical notes of John Blair of Blair's Gap.

During J. C. Blair's early business adventure he had observed children going to school carrying slates. He conceived the idea of making up tablets, so he purchased a glue pot and paper, and made tablets which he sold to the children for a penny. Later these tablets were put together with copper tacks to bind the leaves and back. This was the beginning of a private enterprise which eventually sold its product worldwide, a fact which is well illustrated in an interesting story which was told by J. C. Blair of an incident which happened to him early in the 1890's while he was visiting at Matterhorn, Switzerland. Mr. Blair wanted to write some letters and found himself without stationery. He asked the clerk at the hotel, where he was a guest, if he could sell him some stationery. The clerk replied that he did not have any regular correspondence stationery, but he could sell him a tablet. He thereupon handed him a tablet made by the J. C. Blair Company. In relating this incident, Mr. Blair stated that it was the greatest compensating factor in his whole business career.

JOHN BLAIR OF FANNETT TOWNSHIP

In 1756, John Blair, son of James Blair, acquired land in Fannett Township, Path Valley, Cumberland County (now Franklin County), and lived there until his death sometime between February 13 and May 24, 1769. He was a very successful farmer, in fact, was the leading man of the community. He was married to Elizabeth Cochran. The family record as shown by his will indicates that he had a son named Thomas; a son-in-law, William McKibbin, whose wife's given name is not known; a daughter named Katherin; and in his will he remembered a grandson, John Blair, son of Thomas, and a step-sister, Elizabeth Blair, sometimes referred to as Elizabeth Black; and Alexander Blair, a son, who lost his life in the service in the defense of Fort Venango. He also remembered a son-in-law, John Holliday, who was married to his daughter, Jane. They were the parents of William and Adam Holliday, the founders of Hollidaysburg, Pa. Adam Holliday had a son, John, who married Mary Lowry; and a daughter, Jane, who married William Reynolds.

The other son, William Holliday, had the following children:

John	Patrick	Samuel
James	Adam	Ruth
William	Janet	Mary

These are all the children, or descendants, of John Blair of Fannett Township, which have to do with the history of the Juniata Valley, and brings us up to the subject of Thomas Blair of Blair's Gap.

THOMAS BLAIR OF BLAIR'S GAP

Thomas Blair spent his youth in eastern Pennsylvania and at his father's home in Franklin County, Path Valley. During the period of the French and Indian War he was active, and received the commission of Captain. A record from the book "American Revolutionary Soldiers of Franklin County" appears as follows:

> "Before me, the subscriber, one of the Justices of the Peace in and for the County aforesaid, personally appeared Captain Samuel Brady who being sworn according to law, did depose and say that he served in the Provincial Troops raised by order of the King of Great Britain for the defense of the Province of North America immediately after General Braddock's defeat; that he was well acquainted with John Blair and his sons, Thomas and Alexander Blair of Cumberland County (now Franklin); that the said John, Thomas and Alexander to the knowledge of this deponent were each of them (besides other appointments) commissaries and acted in that capacity under Col. John Armstrong, General Forbes Stanwix and Mongtain and Colonel Bouquet; that the aforesaid Alexander Blair lost his life in the service in the defense of Fort Venango as the deponent believes from the reports of that time and further this deponent saith not.
>
> (Signed) SAMUEL BRADY
>
> Sworn and subscribed before me at Allegheny Township in the County aforesaid, the 12th day of June, 1809.
>
> (Signed) JOHN BLAIR"

Therefore, Captain Thomas Blair's record as a soldier in the French and Indian War is established, and that he engaged in military activities is confirmed. His military activities in the Revolutionary War are referred to specifically in the "History of the Juniata Valley" by U. J. Jones. The Tories were active in the upper Juniata Valley, which caused considerable concern among the other inhabitants and patriots. A man by the name of Weston from Canoe Valley was the leader. This is more fully described in Jones' "History of the Juniata Valley" as follows:

> "Cluggage was extremely anxious to have Weston and his command overtaken and punished, and for this purpose he tendered to Captain Thomas Blair, of Path Valley, the command of all who wished to volunteer to fight the tories. The alarm was so general, that, in forty-eight hours after Weston's departure, some thirty-five men were ready to march. Twenty of them were from Path Valley, and the remainder were gathered up between Huntingdon—or Standing Stone, as it was then still

called—and Frankstown. At Canoe Valley the company was joined by Gersham and Moses Hicks, who went to act in the double capacity of scouts and interpreters. They were brothers, and had—together with the entire family—been in captivity among the Indians for some six or seven years. They were deemed a valuable acquisition.

Captain Blair pushed on his men with great vigor over the mountain, by way of the Kittanning trail; and when he arrived where the path crosses the head-waters of Blacklick, they were suddenly confronted by two of Captain Weston's tories, well known to some of Blair's men, who, on the impulse of the moment, would have shot them down, had it not been for the interference of Captain Blair, who evidently was a very humane man. These men begged for their lives most piteously, and declared that they had been grossly deceived by Weston, and then gave Captain Blair a true statement of what had occurred.

Finding that Providence had anticipated the object of their mission, by destroying and dispersing the tories, Captain Blair ordered his men to retrace their steps for home. Night coming upon them, they halted and encamped near where Loretto now stands. Here it was found that the provisions had nearly run out. The men, on the strength of the reported destruction of Weston, were in high spirits, built a large fire, and passed the night in hilarity, although it was raining and exceedingly disagreeable. At the dawn of day, Gersham and Moses Hicks started out in search of game for breakfast, for some of the men were weak and disheartened for the want of food. These wood-rangers traveled three miles from the camp without anticipating any danger whatever, when Gersham shot a fine elk, which, in order to make the load as light as possible, the brothers skinned and disemboweled, shouldered the hindquarters and were ready to return to camp, when five Indians suddenly came upon them and took them prisoners. They were again captives, and taken to Detroit, from which place they did not return until after peace was declared. These men unquestionably saw and experienced enough of Indian life to fill an interesting volume.

In the meantime, the company becoming impatient at the continued absence of the Hicks, several small parties were formed to go in search of them. One of these parties fell in with three Indians, and several shots were exchanged without injuring any person. The Indians took to the woods, and the men returned to the camp. The other party found the place where the elk had been skinned, and took the remains to the camp; the meat was speedily roasted and divided among the men, and the line of march again taken up. The certain capture of the guides, and the Indians seen by the party in search of them, induced the belief that a larger body of them than they wished to encounter in their half-famished condition was in the neighborhood, considerably accelerated their march.

The sufferings endured by these men, who were drenched by torrents of rain and suffered the pangs of hunger until they reached the settlements on the east side of the mountain, were such as can be more readily imagined than described. But they all returned, and, though a portion of them took sick, they all eventually recovered, and probably

would have been ready at any time to volunteer for another expedition, even with the terrors of starvation or the scalping-knife staring them in the face.

The tories who, through the clemency of Captain Blair, escaped shooting or hanging, did not, it seems, fare much better; for they, too, reached the settlements in an almost famished condition. Fearing to enter any of the houses occupied, they passed the Brush Mountain into Canoe Valley, where they came to an untenanted cabin, the former occupants having fled to the nearest fort. They incautiously set their rifles against the cabin, entered it, and searched for food, finding nothing, however, but part of a pot of boiled mush and some lard. In their condition, anything bearing resemblance to food was a god-send, and they fell vigorously to work at it. While engaged in appeasing their appetite, Samuel Moore and a companion, probably Jacob Roller, Sr., if we mistake not, who were on a hunting expedition, happened to pass the cabin, saw the rifles, and immediately secured them, when Mr. Moore walked in with his gun cocked, and called upon the tories to surrender; which peremptory order they cheerfuly complied with, and were marched to Holl'day's Fort. On the way thither, one of them became insolent, and informed Moore and his companion that in a short time they would repent arresting them. This incensed Roller, and, being an athletic man, when they arrived at the fort he fixed a rope to the tory's neck, rove it over a beam, and drew him up. Moore, fortunately, was a more humane man, and persuaded his companion to desist. They were afterward taken to Bedford; but whether ever tried or not, we have not been able to ascertain.

Captain Blair's men, while passing through what is now known as Pleasant Valley, or the upper end of Tuckahoe, on their return, paid a visit to a tory named John Hess, who, it is said, was armed, and waiting the return of Weston to join his company. They found Hess in his house, from which they took him to a neighboring wood, bent down a hickory sapling, and fastened the branches of it around his neck, and, at a given signal, let him swing. The sight was so shocking, and his struggles so violent, that the men soon repented, and cut him down before he was injured to any extent. It appears from that day he was a tory no longer, joined the rangers, and did good service for his country. His narrow escape must have wrought his conversion.

The tories who escaped the fatal error of the Indians at Kittanning never returned to their former homes. It was probably as well that they did not, for their coming was anxiously looked for, and their greeting would unquestionably have been as warm a one as powder and ball could have been capable of giving. Most of them made their way to Fort Pitt, and from thence toward the South. They eventually all sent for their families; but "the land (of the Juniata Valley) that knew them once knew them no more forever!"

Captain Blair, whom we have frequently mentioned, soon after or about the close of the war moved to what is known as the mouth of Blair's Gap, west of Hollidaysburg, where John Walker now lives. He was an energetic man, and, by his untiring exertions, succeeded in getting a pack-horse road cut through his gap at an early day."

The form of oath required to be signed by the tories appears as follows:

"I do hereby certify THAT..... hath voluntarily taken and subscribed the oath or affirmation of Allegiance and Fidelity, as directed by an Act of General Assembly of Pennsylvania, passed the 13th day of June, A. D. 1777.

Witness my hand and seal, the.....day of.....A. D., 1777.

(LS) ....."

PETER VANDEVENDER

An instance occurred which is quoted from Africa's History:

"At this time Peter Vandevender was living on the Juniata, on a fine tract of meadow lands, in the locality which became known later as Vandevender's Bridge. He was of Holland descent, moving from New Jersey to Montgomery County, Pa., from there to Virginia, and thence to the above place some time before the Revolution, being attracted thither by the beauty and fertility of the lands along the Juniata. He brought with him a negro slave, and had an Irish servant working for his passage-money. He carried on a distillery, and, owing to the prominent location of his place, his house was somewhat of the nature of an inn, where everyone enjoyed the old gentleman's freely-dispensed hospitality. Although not a soldier in the cause for independence, he was an ardent patriot, and thoroughly detested the toryism of his neighbors, and especially the pronounced sentiments of Jacob Hare. On the day following the events above related Vandevender was attracted to the door of his house by the rattle of a drum in the possession of Captain Blair's Rangers, who were coming up the road on their march in pursuit of the Tory, John Weston. Upon their approach Vandevender demanded the cause of the noise, and being told that they were hunting John Weston and his Tory adherents, exclaimed, 'Hunting Dories, eh? Well, Captain Blair, you chust go and hunt Jake Hare. He is the vilest Dory in all Bennsylvania. He told Weston he would fight mit him when he came down here with his Inchians.' This little speech and the whiskey Vandevender was dealing out freely induced the Rangers to hunt up Jacob Hare at once for the purpose of castigating him. When they reached his little valley they found him at work in his barn. A rope was fastened around his neck and the other end thrown across a beam in the building, but before he was seriously injured the soldiers listened to the entreaty of Captain Blair and spared the life of Hare, under promise that he would leave the country."

CAPTAIN THOMAS BLAIR'S HOME

Captain Blair being impressed with the upper Juniata and having received a warrant for some four hundred acres in Allegheny Township, then Frankstown Township, located at what later was known as Blair's Gap, as early as 1787. The deed was dated May 1, 1786, and actually signed January 16, 1790. In 1784 the earliest assessment shows him to be the owner of 400 acres, along with one slave, two sawmills, one gristmill, and two stills. When

peace finally came he was one of the foremost men of the country, and with great hardships, and at some considerable expense, with the help of others he cleared and established the first pack-horse route through Blair's Gap over the Alleghenies.

Captain Blair's religious persuasion was Presbyterian, and upon the organization of the First Presbyterian Church in Hollidaysburg, along with Thomas McCune and James Smith, Sr., was elected one of the first ruling elders. His body is reposing in the old portion of the Presbyterian cemetery at Hollidaysburg. A monument is erected there marking the location of the first two log churches. What is known as "The Tent" was not in the cemetery; however, it was at the head of Scotch Valley at the blue spring on the Hileman farm. The following is quoted from a sermon delivered by Rev. D. X. Junkin, D. D., on March 25, 1860: " 'A tent,' as it was called, was erected near the blue spring below Mr. Joseph Hileman's, and there the worship of God was for a considerable time maintained beneath the shelter of the grand old forest that still sighs amid the storm." The passing of Captain Thomas Blair recalls to mind a real pioneer, patriot, valiant soldier, and a valuable citizen, to whom a debt of gratitude is owed, but never can be paid by succeeding generations of American citizens, not only in Blair County, but this applies to the entire State and Nation as a whole. A believer in one nation, no western empire could waiver his affections from his beloved republic. He had no conception of the part he was playing in the birth of a nation in helping to purge it from evil men.

At the Foot-of-Ten, as it was later called, or Blair's Gap, Captain Thomas Blair had built, under his direction, immediately after the Revolutionary War, the front part of the home, which is standing to this day. As early as 1785 the gristmills and distilleries were built, and in 1790 he built an addition to the house. It was originally built of logs, but has since been covered with clapboards. To the West were the stately Alleghenies, rising to a height of over 2,200 feet: forests impenetrable, a gushing stream passed between the house and the mills, large sycamore trees girded the banks. Here, with long twilights, the hearty Scot watched and guarded the gap—a fearless highlander with a love of country and an indomitable faith in God, until his death on September 8, 1810.

On December 4, 1810, the personal property of the estate of Thomas Blair was sold. See photographic copy of bill-of-sale on page 14. It will be noted that John Blair acquired the Family

Bible for the sum of $2.00. This Bible may be in the possession of a descendant of the Blair family; however, it has not been located. It is interesting to note also that the time of a mulatto boy was purchased by John E. Buchanan for the sum of $150.00.

Captain Thomas Blair married Susanah McClelland, and after her death, Jane McClelland. He was the father of five children: Ruth, Alexander, Catharine, William, and John.

THE MOORES

Ruth Blair married James Moore, and they had two sons, Thomas and Silas. Thomas Moore had a daughter named Ruth, who married James D. Rea, and to this union four children were born: Jane, Elizabeth, Samuel, and Thomas B. Samuel Rea later became President of the Pennsylvania Railroad Company. His administration with this great corporation was outstanding. A statue erected in his honor stands to the left of the stairs as you go from the trainshed to the Pennsylvania Railroad station in New York City. This statue was erected in honor of his great work for the Company in transportation affecting New York City and bears the following inscription:

"SAMUEL REA

Vice President, 1899-1912. President, 1913-1925. Under whose management—able supervision—this station and the extension of The Pennsylvania Railroad into New York and New England were designed and constructed."

Silas Moore had six children: Charlotta, James, William, Lucretia, Marie Jean and Thomas.

THE BUCHANANS

Catharine Blair married George Buchanan, and to this union the following children were born: John, Thomas, William, Alexandria, Mary, and Ann W.

Alexandria Buchanan had two children: Agnes and Anna M.

Ann W. Buchanan married Robert Morrow.

WILLIAM BLAIR

William Blair married Margaret Henry, and they had two children: Susannah Jane and Thomas Blair.

Thomas Blair married Mary Buchanan, and they had a daughter, Sarah Jane, who married John W. Kyle. John and Sarah Kyle had four children: Mary Irene, William F., Joseph and John C.

ALEXANDER BLAIR

No record available of this son.

JOHN BLAIR OF BLAIR'S GAP

John Blair, the son of Captain Thomas Blair, was born at Fannett Township, Path Valley, Cumberland County (now Franklin County), in the year about 1765 or 1766. After his father had settled at Blair's Gap in 1786, he spent several years at the Blair Gap homestead. After this we find him located in Huntingdon, Pennsylvania. His early education was received from a dominie or special instructor. An examination of some legal documents executed by him indicates he had a fair knowledge of law. His whole life reflects that he was very studious and had a pretty thorough knowledge of the old provincial law and the law of the early republic. His greatest preparation, however, for his career came from his father, as the young man undoubtedly made many trips over the pack-horse route, the establishment of which is credited to his father, Thomas Blair. He saw the Allegheny and Monongahela rivers forming the Ohio river, and probably more than any other man of his day caught the vision of the needs of the West at a time when Pittsburgh was a struggling village. He knew definitely the contour of the Juniata Valley from Duncan's Island to Blair's Gap. He also knew the great needs of the eastern manufacturers and merchants to find an outlet for their products in the growing West, of which they were being deprived due to the

Recent snapshot of home occupied by John Blair in the years 1791 to early 1800's, located at 617-619 Penn Street, Huntingdon, Pa.

round-about way of the national highways to the South and the Mohawk river route through New York State.

His knowledge of his father's military exploits: scouting, and as a ranger, in which General Washington had placed so much confidence; the purging of the Juniata Valley from savages and tories, not only built within his very soul a love of Country, but a burning desire to continue in the building and development of internal improvements. In following this course, he maintained a high spirit of ethics in his relations with the agriculturists and the early iron and forge operators. He saw in all these problems a way to supply the needs of commerce for the new republic. The building of this American character fitted him for the solution of the great problems of the day. He realized probably more than any other man of his day that the Allegheny Mountains, at the foot of which was his original home, created an impasse in supplying the needs of the growing West. This problem staggered the men of that age. John Blair had fortified himself with a thorough knowledge of the business of the Juniata Valley, especially the upper end of the valley consisting of the present Mifflin, Huntingdon and Bedford counties. The iron business was springing up from scores of charcoal fired furnaces. He realized that the West needed these products as well as the east; therefore, a transportation lane would make a highly desirable economic contribution toward the prosperity of both the East and the West, as well as the development of the Juniata Valley. He was intimately acquainted with the iron production. He knew the formulas and the processes. This energetic young man possessed a serious character; one who hated evil in all its phases; and, it is easy to understand his acceptance among the ironmasters, millwrights, farmers, and all, as their leader. Many times in the long evening twilight he gazed at the majesty of the Alleghenies, which seemed to beckon and challenge him. Returning pack-horse drivers, who always accepted the gracious hospitality of the Blair house, told weird stories of their hardships and experiences. These men intrigued him. The poor, hard-worked beasts of burden, carrying their loads of iron over the pack-horse route, created a real anguish within his breast.

A visit to the East brought him in contact with the advances made in steam engines. Unlike Robert Fulton, of Lancaster County, who ultimately went to France to receive the necessary help and encouragement to develop the steam boat, John Blair, among his own friends and associates who recognized his real leadership,

formed a common level of mutual interest. Definitely, Juniata Valley's future depended upon the development of the West and the East.

As a young man, John Blair had met Susan Galbraith. While little is known at this time of her ancestors, from all accounts she was well bred and possessed all the charms of the young ladies of her day, and was reared in the ironmaster's atmosphere. She was the helpmate he needed. Her beauty, dash, education, and knowledge of the problems of the New Republic started John Blair on his first great step, as shown by his career which followed. After their marriage they took up their residence at 617-619 Penn Street, Huntingdon, Pennsylvania. The old house is still standing. The back yard is surrounded by an iron fence which was probably made in the Bedford forge, and although marked with age, it is still good. In further reference to Susan Galbraith, wife of John Blair, at the Centennial Anniversary of the Presbytery of Huntingdon, held in Huntingdon, Pennsylvania, April 9, 1895, the Honorable John Scott, son of John Scott, co-commissioner with John Blair in canal days, previously mentioned, and who himself was one of Pennsylvania's great United States Senators and solicitor of the Pennsylvania Railroad Company, in an address, among other things, said:

> "What a history would flow from consideration of these family names! How many ministers of the gospel, presidents of colleges, teachers of schools and seminaries, governors, judges of courts, legislators, officers and soldiers in army and navy, men of prominence in all the professions and occupations of life, and women who have adorned and blessed the homes of such men, would be found among their descendants!
>
> By way of illustration I first take the name of Galbraith, a familiar one in Central Pennsylvania. In reading through its connections occur the names of John Bannister Gibson, the great chief justice of Pennsylvania, and Ephriam Blaine, the father of James G. Blaine. The influence of that Galbraith family in the Valley of the Juniata you will readily appreciate when I read this note from the book referred to: 'Martha McLellen (a descendant) married James Galbraith, and other daughters married, respectively, John Holliday, William Holliday, Captain John Blair, of Blair County, Samuel Culbertson, Mr. McDowell, and Mr.———— Ramsey, of Franklin County, Pennsylvania.' Sarah W. Galbaith married, in 1810, John Bannister Gibson. W. A. Galbraith was president judge in Erie County. Milnor Roberts, a prominent civil engineer. It was no small tribute to the grade of character resulting from Presbyterian education and its accompanying Bible training that Judge Black paid when, in speaking in eulogy of the integrity of Judge Gibson, he said, 'His was not that common kind of honesty which is no credit to have, but simply a disgrace to be without it.' "

Pen sketch of Huntingdon, Pa., in early canal days, showing court house built by John Blair. (Sketch by Wilbur L. Shultz of Altoona, Pa.)

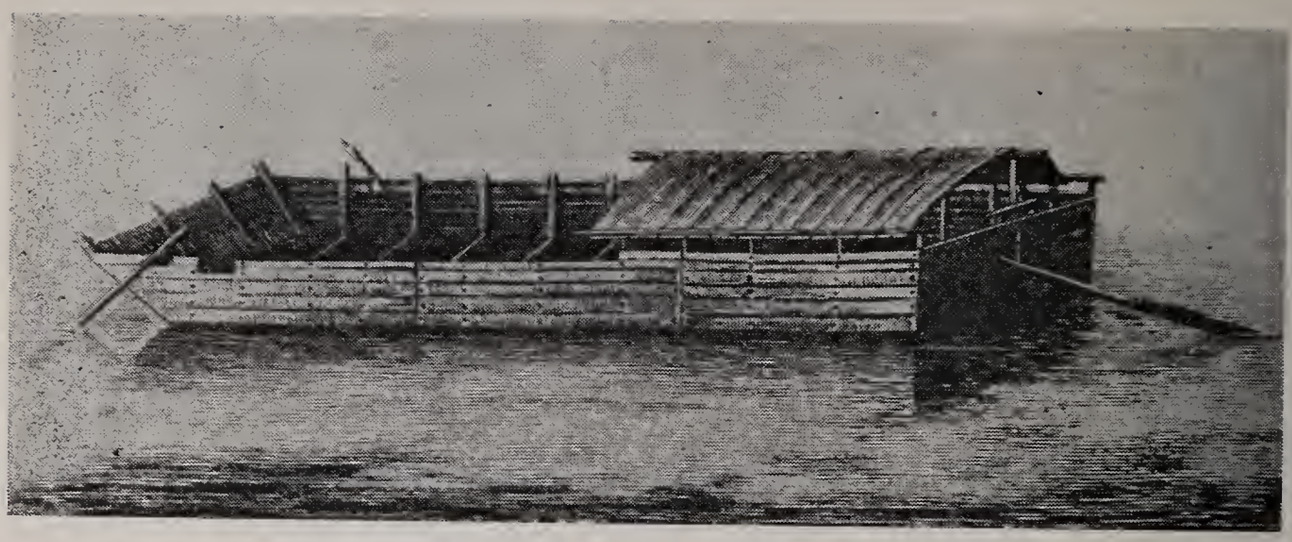
The absence of records prohibit us from definitely identifying the parents of Susan Galbraith Blair, nor her burial place. But, are not the remarks of the Honorable John Scott sufficient proof of the prominent place the Galbraith family held in the Valley of the Juniata! The portrait of her first born, Susannah Blair Walker, appearing under the cover, is the only remaining portrait of the immediate family of John Blair.

From the year 1791 John Blair began an active business career associated with great public service and sacrifice, and demonstrated throughout his remaining life that he was a man of affairs and probably the most important man of his day.

As previously stated, there were two John Blairs, but the John Blair of Shade Gap was much younger than John Blair of Blair's Gap, he having been born after 1784. It, therefore, follows that in 1791 John Blair became County Commissioner of Huntingdon County. His other public service consisted of a membership in the Pennsylvania Legislature in the year 1798-1799, 1801-1802. Later in his life he was again a member of the Legislature, beginning with the year 1826 to 1830, both inclusive. It was difficult to get men to serve in the Legislature in the 1790's due to several reasons, the principal one being the cost of travel and the time required to attend sessions, as the trips had to be made on horse back. John Blair did not shirk his responsibility to his county, state or nation. During the time he served in the Legislature (1826-1830), was the period in which he was the foremost man of his time in promoting canal navigation.

JOHN BLAIR BUILDS COURTHOUSE

The first activity we know of John Blair, as a young man, other than political, was in Huntingdon where he built, under an agreement dated May 19, 1795, a courthouse for the sum of 1,400 pounds. The Pennsylvania pound was worth $2.66\frac{2}{3}$ in those days. The contract was in the form of a bond, with Thomas Blair, his father, and John Patton as sureties. The estimate was low by about 400 pounds, but the courthouse was completed in about 1797. The first work done at the courthouse was on August 5, 1795, and consisted of 11 days' work of digging a courthouse cellar at 5 shillings per day, by William Ross, and 11 days of the same work for 3 shillings and 9 pence per day by John Lindsey. The first bill also contained an item for nine quarts of whiskey which was used on the job, at 5 shillings per quart, probably in celebration of the laying of the cornerstone. These original papers were filed in the county commissioner's office by R. A. Orbison of Huntingdon,

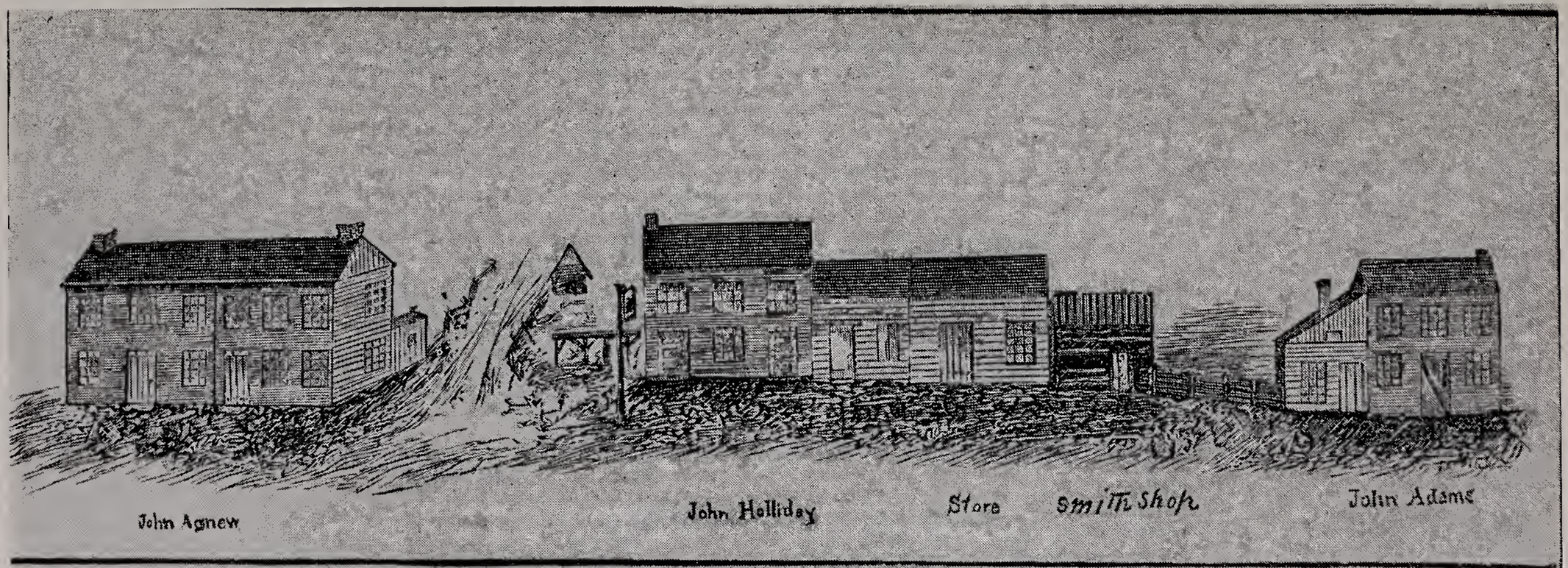


Picture of an Ark similar to the type Mr. Cryder used in carrying flour from Cryder's mill above Huntingdon, Pa., to Baltimore, Md. Arks were used prior to canal days for the transportation of merchandise from the Juniata Valley to the East.

The above is the artist's conception of a keel boat used by the crew to return up the Juniata River after delivering merchandise on an ark boat.

deceased. John Blair resided at 617 Penn Street in Huntingdon at this time. The agreement is as follows:

"Know all men by these presents that we, John Blair, of the Town of Huntingdon, Thomas Blair, of the Township of Allegheny, and John Patton, Esq., of the Town of Huntingdon, are held and firmly bound unto Benjamin Elliott, Esq., Lodwick Sell, George Ashman, William McAlevy, Andrew Henderson and Richard Smith, Esquire, Trustees of the public buildings of County of Huntingdon in the State of Pennsylvania, or their successors in said offices, in the just and full sum of Two Thousand, Eight Hundred pounds lawful money of Pennsylvania to be paid to the said Benjamin Elliott, George Ashman, Lodwick Sell, William McAlevy, Andrew Henderson and Richard Smith or their successors, Trustees as aforesaid, to which payment well and truly to be made we bind ourselves, our heirs, our executors and administrators jointly and



HOLLIDAYSBURG IN 1814.
(Fac-simile of drawing made by W. Dorris Jan. 12, 1814.)

Sketch showing the houses in Hollidaysburg in 1814. At this time John Blair was residing at Blair's Gap.

severally and every of them. Sealed with our seals. Dated the nineteenth day of May in the year one Thousand seven hundred and ninety-five."

Then follows the condition of the obligation which is that John Blair shall build a courthouse with public offices on Smith Street, now Third Street, at the place pointed out in the deed from Rev. Dr. Smith for that purpose, agreeably to the plan in the manner thereafter specified in the time thereinafter agreed upon, then the obligation to be void or else to remain in full force and virtue.

The courthouse was to be built of brick, forty-four feet in length and thirty-six feet wide. The brick were to be inspected by three discreet persons before being built in the walls. A full specification of all the work to be done then follows. The bond concluded as follows, viz:

"The said building to be completed in the following time, viz: The two lower stories, that is, the offices, entry, cellar and Court Hall to be finished on or before the 1st day of November, 1796, and all the rest of the building on the 1st day of April, 1797, the said Blair receiving eight hundred pounds, part in hand, three hundred in the offices and Court Hall being finished and three hundred pounds the residue, at the time of finishing the building, unless prevented by circumstances fully expressed in an article signed with the said Trustees of even date herewith.

In testimony whereof we have set our hands and seals the day and year aforesaid.

JOHN BLAIR (Seal)
JOHN PATTON (Seal)
THOS. BLAIR (Seal)

Witnesses present at signing: Thos. Whittaker, R. Allison."

In 1796 Mr. Cryder, a miller residing above Huntingdon, Pennsylvania, built the first ark and loaded it with flour bound for Baltimore, Maryland. This ark was floated down the Juniata River to the Susquehanna River, through the Chesapeake Bay and to its destination at Baltimore. John Blair was in Huntingdon at the time it passed and he was greatly impressed with the possibilities of the Juniata River being used for transportation. Return was made by keel boat.

In 1807 agitation was started and a charter secured to build a turnpike across the Allegheny Mountains. Little or nothing was done on this project until 1815, and apparently John Blair had left Huntingdon and was probably residing at his father's residence at Blair's Gap, for in the year 1808 the Honorable Jonathan Walker, President Judge of Huntingdon County, appointed him on a commission to lay out and report on the formation of Antis Township. He was postmaster at Blair's Gap, as well as justice of the peace.

There does not seem to be a photograph of John Blair anywhere, but it is a known fact that during the construction of the Huntingdon and Indiana Turnpike Company's road he frequently traveled over the turnpike on horseback. The foregoing is the artist's conception of a man on horseback at Pulpit Rocks, Huntingdon County, on the turnpike.

He built an addition to the old home out of stone, and operated a grist mill, a distillery, and had one slave. John Blair was not a slave holder. This young negro was kidnapped from the South and left as a small child at Blair's home, apparently by abolitionists. John Blair, ever generous, raised the child and he remained in the family to John Walker's day, and was finally employed by the Stewarts at Spruce Creek. John Blair had a knowledge of all the manufacturing interests of the Juniata Valley and the absolute necessity of getting a road through the Alleghenies to supply the Juniata Valley iron products and agricultural products to Pittsburgh, and the Ohio and Mississippi River basins. He was well known by and enjoyed the confidence and respect of all business interests, manufacturing and agricultural. In about the year 1826 John Blair became very active in promoting the canal system, and along with John Scott of Alexandria was appointed commissioner to represent Huntingdon County, and at an internal improvement convention held in August, 1826, it was largely through his efforts

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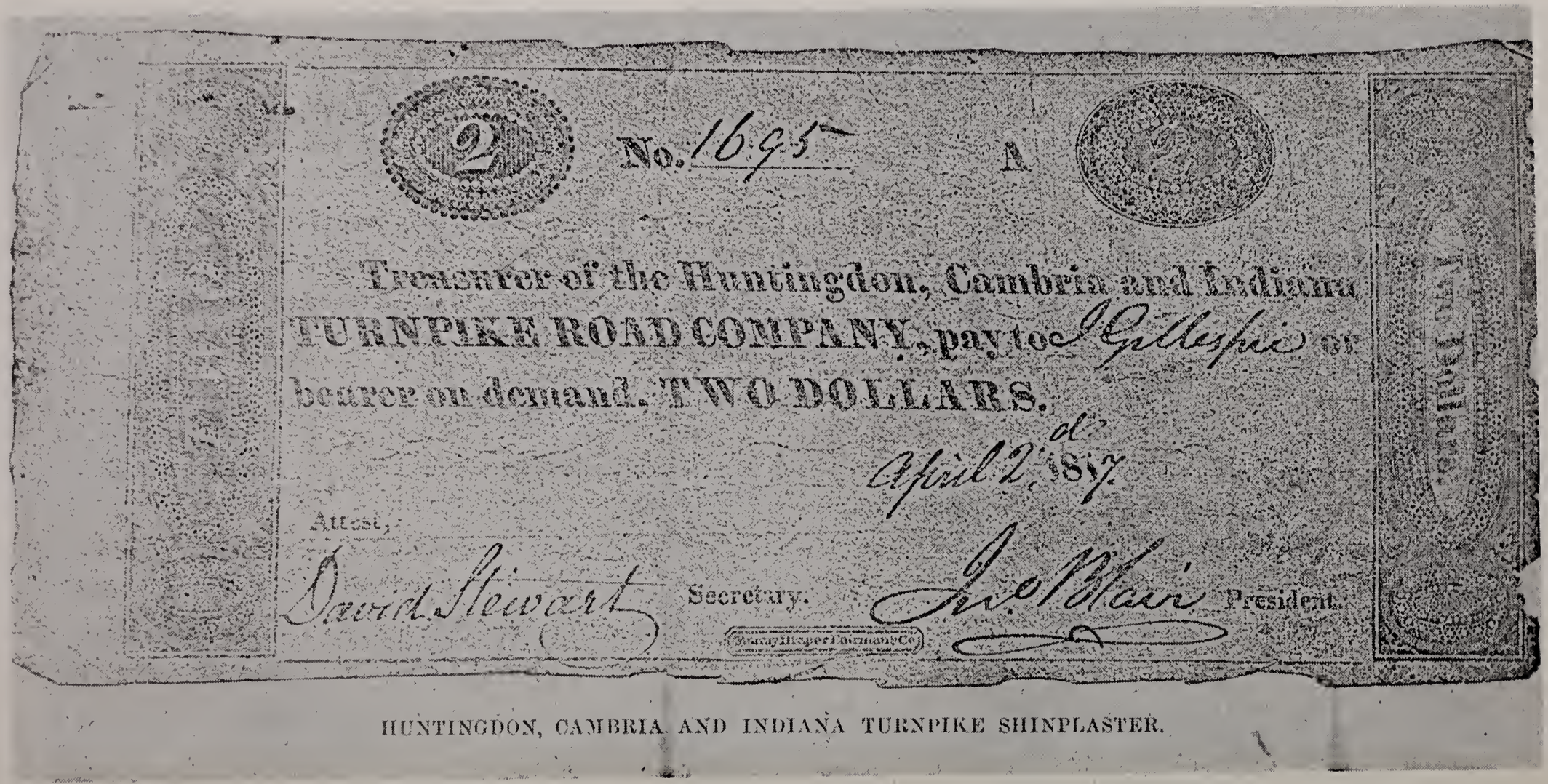

HUNTINGDON, CAMBRIA AND INDIANA TURNPIKE SHINPLASTER.

Photographic reproduction of a "shinplaster" issued April 2, 1817 by the Huntingdon, Cambria and Indiana Turnpike Road Company. John Blair was President of the Company.

that the Juniata division of the Pennsylvania canal system was later authorized by the Legislature. He was actively engaged in this work until its completion, showing that he placed the public interest before his own turnpike business. He was also a member of the Legislature for several terms prior to his death. Like his father, he also was a ruling elder in the Presbyterian Church at Hollidaysburg.

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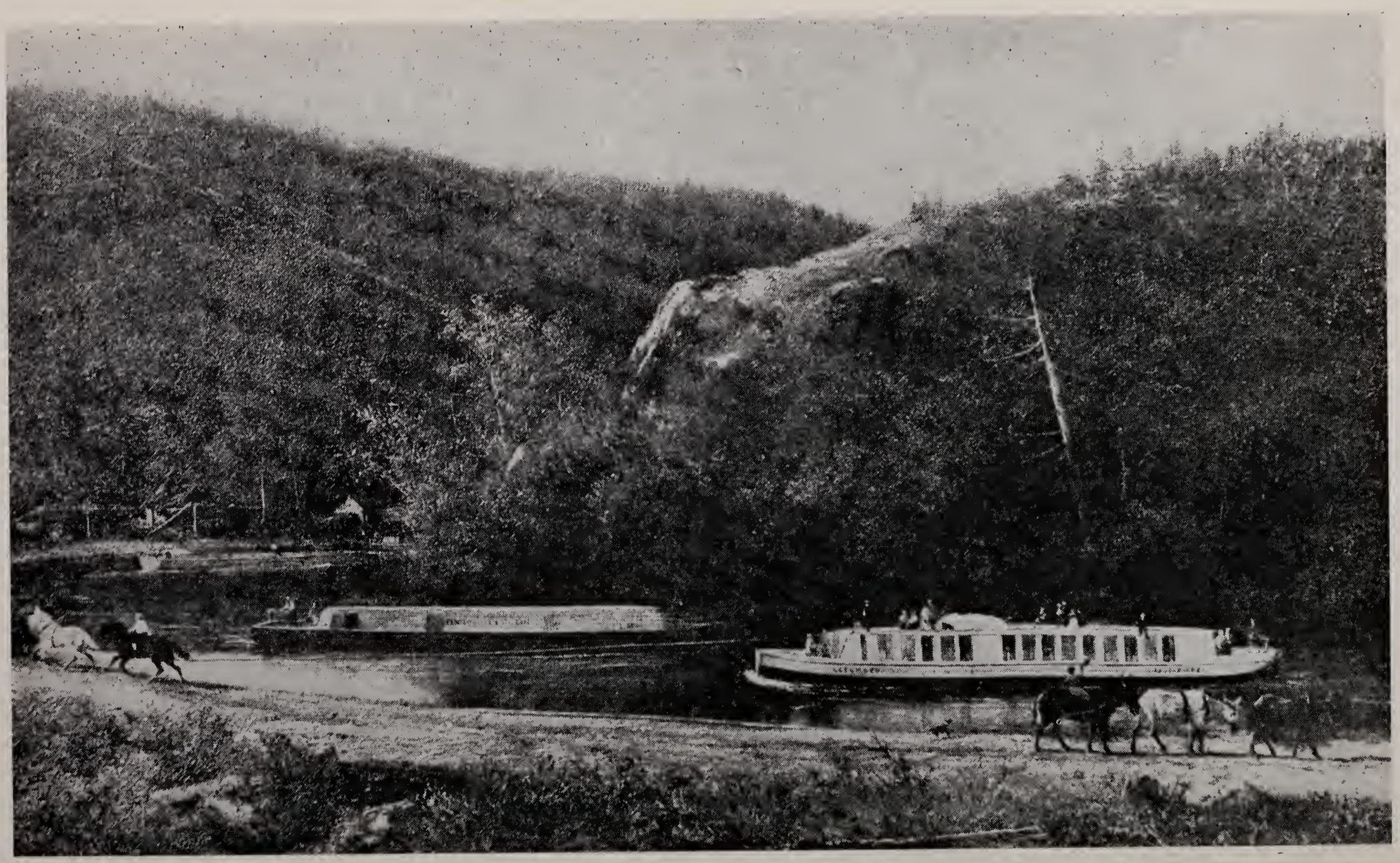
On February 15, 1815, a charter was granted incorporating the Huntingdon, Cambria and Indiana Turnpike Road Company, giving authorization to the president and board of managers the right to build and operate the turnpike. John Blair was president.

As soon as John Blair had taken active charge, the road was immediately put under construction, and after trying times it was completed several years later. The financing was not without its difficulties, and John Blair had to issue "shinplasters," as they were called in those days. They had the same use as our paper money has today, only they were issued by private concerns. These "shinplasters" were negotiable and passed from person to person in exchange for products of the day, and finally would wind up at the office of the issuer for redemption. They filled a gap in money shortage, as well as substituted for money, without interest.

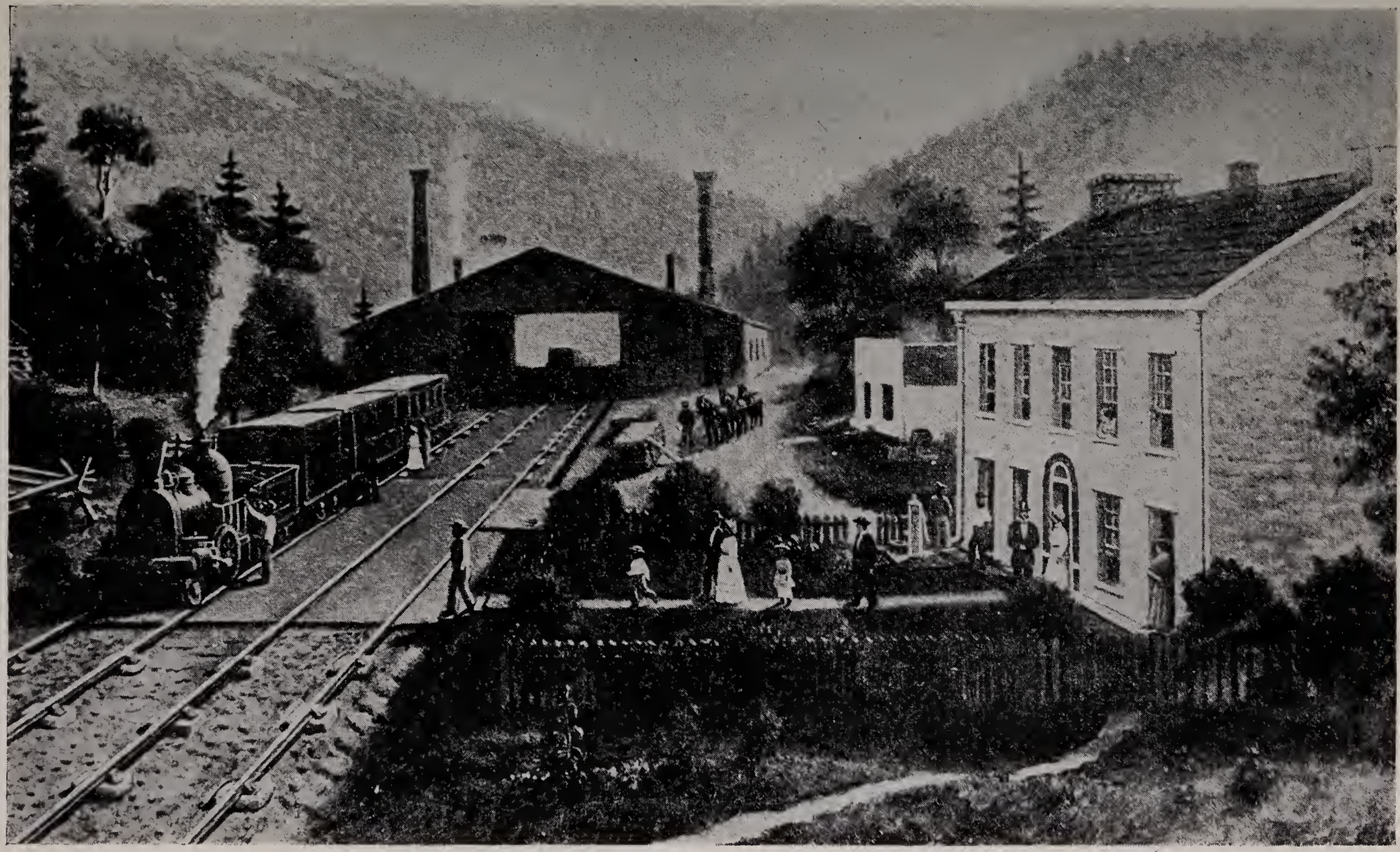
The road was a substantial highway and traversed a section from Huntingdon to Blair's Gap. The turnpike was laid out into divisions. For instance, one division was between Huntingdon and Yellow Springs; one between Yellow Springs and Blair's Gap, and a third between Blair's Gap and Blairsville. An examination of a waybill book in 1829 discloses an accurate movement of traffic.

Freight was handled by certain groups which had large haulage facilities, and among those frequently mentioned are: John Walker, Maxwell Kinkead, Winthrop Wheeler, and others. They made their settlements at different division terminals, of which Blair's Gap was one. It was during this year that Dr. Peter Shoenberger made a trip from Pittsburgh to Blair's Gap. The records show that he remained at John Blair's home for several days, and then left for points east. Andrew Carnegie once said that Peter Shoenberger was to the iron industry during this period, what he, himself, was to the steel industry sixty-five years later. There can be no doubt that Peter Shoenberger's visit was in connection with the approaching internal improvements of the Juniata division of the canal and the inclined plane railroad over the Alleghenies, as his interests as well as the interests of all the other ironmasters lay in shipments of iron products to the East and West which could be accelerated by further means of transportation which the



At 10 o'clock A. M. on Tuesday, November 28, 1832, the packet boat "John Blair" left Huntingdon for Hollidaysburg. This was the opening of the canal system from Huntingdon to Hollidaysburg in which John Blair was the foremost man of his day in bringing about its accomplishment. For the next year over 3,000 tons of merchandise were moved eastward and westward clearing the port of Huntingdon, Pa.

In the year 1944, the Middle Division of the Pennsylvania Railroad Company handled trains representing a length of over 60,000 miles, or about 2½ times around the world, which shows the remarkable progress made in transportation since canal days. These trains passed through the Juniata Valley east of Altoona, a city not yet 100 years old.



Engine House at head of Inclined Plane No. 6 of the Allegheny Portage Railroad, showing train made up for conveying passengers over summit to Incline No. 5. Passengers shown leaving Lemon House (still standing) where meals and overnight accommodations were provided.

Courtesy Clarence E. Shelow

Captain Thomas Blair is credited with developing the first packhorse route over the Allegheny Mountains, starting at the upper Juniata Valley. The foregoing is the artist's conception of five horses with one driver, carrying merchandise over the mountains.

Juniata division of the canal and the mountain railroad would provide.

Throughout the study of John Blair's activities, it is demonstrated beyond the question of a doubt that Captain Thomas Blair's first attempt in the pack-horse route, followed by the turnpike company and then by the canal system, were instituted and definitely pushed to a conclusion by John Blair, thus establishing the fact that the transportation facilities throughout the entire Juniata Valley, the credit of which belongs to this distinguished citizen, and continued until the advent of the Pennsylvania Railroad Company, the building of which, through this section, is questionable, had it not been for the pioneering and advance work of John Blair, which demonstrated its practicability.

Interesting statistics showing some of the travel in 1829 are indicated by the record shown at the Blairsville terminal of the Huntingdon, Cambria and Indiana Turnpike Road Company:

Single horses	4,372	Six-horse teams	1,438
One-horse wagons	374	Cattle	497
Two-horse wagons	245	Sheep	98
Four-horse wagons	781	Swine	475
Five-horse teams	1,566	Stages	730

Foot passengers..... 12,527

During the turnpike days, 1810 to 1833, conestoga wagons and stage coaches operated on the Huntingdon, Cambria and Indiana Turnpike Road Company. The above is the artist's conception of such conestoga wagon and stagecoach.

John Blair's first wife was Susan Galbraith, to whom was born the following children: Susannah, born March 11, 1795; Thomas S., born March 26, 1797, and Margaret, born 1799, died in 1819, unmarried. All these children were born at Huntingdon, Pennsylvania. After the death of Susan, John Blair married Barbara McClelland, who was born on June 25, 1772, at Donegal Pennsylvania. To this union the following children were born: John M., born 1809, died April 19, 1837; Hadden, born 1811, died April 22, 1836; William Penn, date of birth unknown, died July 1, 1833; Maxwell, born June, 1812, died July 20, 1855. It does not appear that the children born to John Blair's second wife ever married.

The following obituary appeared in "The Gazette," Huntingdon, Pa., on January 4, 1832:

"Died—at his residence at the 'Gap', on Sunday morning last, John Blair, Esq., aged 66 years.

In this dispensation of Providence, the public as well as a large family have sustained a loss which will not be easily repaired. The deceased was among the earliest and most efficient friends of the internal improvement of the State. To his exertions we are indebted, in a great measure, for the advantage of a turnpike road, on this route, between Harrisburg and Pittsburgh, the Juniata line of the Pennsylvania canal, and many other public benefits. As a citizen he was highly esteemed by his neighbors, and in the exercise of his public functions

The picture of the Juniata River is significant, as the scene is at the foot of Third Street, Huntingdon, Pa., formerly called Smith Street. This street was named "Smith" after the Rev. William Smith, D. D., First Provost of the University of Pennsylvania, Philadelphia, Pa., founder of the town of Huntingdon, Pa. The picture was also taken near the site of the first courthouse which John Blair built in Huntingdon, Pa.

respected by all parties for his prompt decisions and impartiality. Communicated."

Also in "The Gazette," Huntingdon, Pa., on March 6, 1833, the following appeared:

"Died—on Friday last, Mrs. Blair, consort of John Blair, Esq., late of Blair's Gap, deceased."

At a meeting of the Board of Managers of the Huntingdon, Cambria and Indiana Turnpike Road Company, held at the house of John McConnell, in the Borough of Huntingdon, on Tuesday, the 10th day of January, A. D. 1832, the following preamble and resolutions were unanimously adopted:

"Whereas, the members of this Board have, since their last meeting, been deprived by death of the valuable services of their late worthy and much lamented President, John Blair, Esquire,

Therefore,

Resolved, That we in common with all who knew him deeply lament his loss, and sincerely sympathize with his widow and children in the afflicting dispensation of Providence, by which the county has been deprived of a most excellent citizen, and they of an affectionate and kind husband and father.

Resolved, That in our long official intercourse with our late President, we have ever found him the efficient and intelligent officer, the moral, the honorable and instructive companion.

Resolved, That the public improvement under our care has been in its progress most essentially benefited by the skill, the industry and perseverance of our departed friend and that in our opinion, the counties through which the improvements have been made owe to his memory a debt of deep gratitude.

Resolved, That as an emblem of that sorrow which we sincerely feel, and as a mark of respect for departed worth, the members of this board will wear crepe on the left arm for the period of thirty days.

Resolved, That the foregoing preamble and resolutions be entered on the minutes of the Board, and that the editors of papers in Huntingdon, Cambria and Indiana counties be requested to publish the same."

SUSANNAH BLAIR AND JOHN WALKER FAMILY

Susannah Blair, born March 11, 1795, married John Walker on the first day of February, 1816, at her father's home at Blair's Gap. The following children were born to this union:

ANN LYON WALKER, born December 25, 1816. She married James W. Robertson and the family moved to New York City where Mr. Robertson was employed at 9 Wall Street. They had two children: SUSAN, who died at an early age and was buried in the same grave with her grandfather. MARY. It was not known whether Mary lived and had descendants or not.

MARGARETTA WALKER, born August 6, 1819. She married John HETHERINGTON and moved to Port Madison, Iowa. After the death of her husband she moved to Dubuque, where two brothers of her husband resided. They were Cyrus and Henry Hetherington. To this union two children were born. JOHN BLAIR WALKER HETHERINGTON, who died in 1886. SUSAN BLAIR WALKER HETHERINGTON, born July 22, 1841, died April 19, 1924. These two children were named after their great-grandparents.

An interesting story is told of the marriage of John Hetherington and Margretta Walker. It appears that her father opposed the marriage because John Hetherington was a devout Methodist and the Walker family was Presbyterian. In fact, practically all the Scotch-Irish who migrated to Pennsylvania in the early days were Presbyterians, and consequently it was difficult for John Walker, her father, to reconcile himself to one of another religious persuasion entering his family; nevertheless, they were married by a Methodist minister in the old Blair homestead at Blair's Gap. Her father did not attend the nuptials, although he was in the house at the time. Susan Blair Walker Hetherington, the daughter, however, followed the Methodist faith throughout her lifetime, and it

only seems proper for the record that her obituary, as it appeared in the "Dubuque Times" on April 20, 1924, should be quoted here:

"Miss Sue Hetherington, one of the well beloved women of Dubuque, and identified with the higher life of the city through many years of service as teacher and church worker, died at her home on Ellis Street Saturday morning at 2 o'clock.

The closing of a life of such singular fruitfulness and beauty bring to a host of friends both here and elsewhere memories that are most uplifting. Although close to her eighty-third birthday, Miss Hetherington was as fresh in her interest in current events, literature and religious concerns as a young woman.

There was no perceptible diminution of her mental force; while her unfailing sense of humor maintained her reputation to the last as one of the most companionable of women. She had a most healthful appreciation of all the best things that life brings, and was remarkably just and wholesome in her opinions.

Her equipment as a teacher was unusually complete. Not only was she well trained in the schools and in the 'Ladies Academy', or 'Old Seminary' on Seventeenth street as it was called; but her indefatigable industry in study and reading made her one of the most cultured women in the community. As a teacher of English in the Dubuque high school for many years she opened the treasures of English literature to hundreds of the young people of the city. As a teacher of an adult bible class in St. Luke's Sunday school for two score years and more her influence has been incalculable.

Her teaching days were unusually prolonged. Wishing to retire from the high school faculty at the age of 70 she was prevailed upon to continue for several years longer, and besides was seldom without private pupils until her recent days. She was skilled both as a teacher and as a writer of English.

Miss Hetherington was a devoted member of St. Luke's Methodist Episcopal church and was the oldest living member of the Sunday school. Her interest in missions was one of the passions of her life. For many years she was president of the Women's Foreign Missionary society of St. Luke's, holding the office to the close of her life. Hers was an abundant life, and now being dead she yet speaketh.

Sue Hetherington was born in the state of Pennsylvania, July 22, 1841; and was the daughter of Mr. and Mrs. John Hetherington. She lived in Dubuque since early in the sixties. The funeral services will be held at St. Luke's church Monday at 3 o'clock."

Further information supplied by Miss Clara Hetherington, a cousin from Dubuque, Iowa, shows clearly that Miss Sue Hetherington was an outstanding woman, and a fitting testimonial to this is given in a poem written as a tribute to Miss Hetherington by Miss L. Blanche Thornely, now Mrs. Edward Hollingsworth of Berkeley, California, as follows:

"INSPIRATION

(Written as a Christmas tribute to Miss Hetherington
by L. BLANCHE THORNELY)

Come, Father Christmas, with a glad good will,
From loving hearts, thy home throughout the year,
And all the earth with thy sweet spirit fill,
Till every heart o'erflows with Christmas cheer.

One life where thou wilt find a place, I know,
Where warmth and kindliness and grace abound,
A life which is with radiant love aglow,
And with sweet gentleness and peace is crowned.

As list the simple folk in days of old
To tale of traveler from distant land,
So listen we, as she, our traveler, told
Of voyages to many a golden strand.

In realms of thought and fancy journeyed she,
And precious jewels found in ancient lore,
For books were countries far across the sea
With hoary temples built from wisdom's store.

Thus, giving of the best that she had seen,
She took from sacred altar, living coals
And kindled fires, warm and quickening, e'en
The love of higher things within our souls.

But better still than this, herself she gave;
Her helpful life inspired from heav'n above
Is pure as shell of pearl from ocean cave,
Tinted with sweet humility and love.

So, to us one of Life's great Truths she taught,
Nor from the noble pattern did she swerve;
A lesson with the deepest meaning fraught,
We study now that others we may serve.

Then, Father Christmas, unto such as she,
Whose loyalty to Thee throughout the year
Is proved, show thyself kind and bounteously
Thy brightest blessings bring with Christmas cheer."

Mrs. Hetherington, her son and daughter, are buried in Linwood Cemetery, Dubuque, Iowa. Miss Clara Hetherington said of the daughter: "She was of the type that every woman should strive to be like."

Miss Clara Hetherington, who made the foregoing statement, was for fifty years a member of the faculty of the Dubuque Aca-

demy of Music, one—if not the oldest music school of Iowa and now part of the University of Dubuque. Prior to the University taking over the school, she was acting director.

JOHN WALKER, JR., born January 8, 1821. He married Elizabeth Moore. To this union the following children were born: Jane————, Mary————, William Henry———— and Ann Elizabeth. The only record we have of these children concerns ANN ELIZABETH, who married Robert McFarland. To this union were born the following children: MICHAEL ALEXANDER, who married Margaret Ellen Wallace, they had three chlidren: Sarah B., who married Louis B. Meisenhelter, and they had two children: Louis Robert and Dorothea; William E., who married Theresa Devereau; and Emma Irene, who married Dr. Louis E. McKee, and they have two children living, Louis E. and Thomas R., and two deceased, John David and William Alexander. MARY VIRGINIA, and ELIZA, who live in Philadelphia. JOHN WALKER McFARLAND went to Pittsburgh and resided there many years before his death.

WILLIAM LYON WALKER, born March 2, 1823, died March 9, 1847. Unmarried

ELIZABETH LYON WALKER, born July 30, 1826, died in her youth. She possessed a very lovely character and was greatly mourned.

EDMUND LYON WALKER, born November 1, 1830, was reputed to have been a very good musician, and to have married a French woman, who weighed 90 lbs., and played the harp very well. They died without issue.

THOMAS S. BLAIR OF KITTANNING

Thomas S. Blair, the second child of John Blair, was born in Huntingdon County on March 26, 1797, and as a young man (in 1816) removed to Kittanning, Armstrong County, Pennsylvania. He was a lawyer and practiced in Kittanning until his death February 23, 1837. (See tombstone in St. Paul's churchyard, Kittanning.) He married Florinda Cust of Greensburg, Penna., in 1821 or 1822. They had two sons: John Cust Blair and Thomas Shoenberger Blair.

JOHN CUST BLAIR, born July 18, 1823, in Kittanning, Armstrong County, Pennsylvania. After the death of his father, he was brought by his mother to Pittsburgh. On June 19, 1849, he married Annie Robinson, and had issue as follows: MARGARET CUST BLAIR, born July 19, 1850. Died January 6, 1863. WILLIAM ROBINSON BLAIR, born January 8, 1855, in the city of Pittsburgh, and has resided there all his life On November 7, 1883, he married Alexina Crossan, the daughter of John McD. Crossan. They have the following children: John Crossan, born October 10, 1884, married————, died about 1928; James Speer, born June 17, 1886, married Emmi Nori,————, died about 1932: William Robinson, 2nd, born October 30, 1887, married Georgiana McKee and they had the following children: William Robinson, 3rd., unmarried; George McKee, who married Rita Laughlin, and they had no issue. Mary married Edmund Wardrop, they had no issue. ALEXINA

BLAIR, born April 27, 1894, died about 1918. Unmarried LAWRENCE DILWORTH BLAIR, born February 21, 1889, married Maxwell Church, and they had the following children: Melville Church, Lawrence Dilworth, Jr., and Peter Blair. MARY BLAIR, born September 26, 1856, married George Collinson Burgwin in 1882, and they had the following children: Annie Scully, Hill, Glendolen, Mary Denny, George Yollinson, John Ormsby, Margaret Buck.

THOMAS SHOENBERGER BLAIR, second son of Thomas S. Blair of Kittanning, and grandson of John Blair of Blair County, was born at Kittanning, Armstrong County, Pennsylvania, in the year 1825, and was brought by his mother, after his father's death to the city of Pittsburgh. He graduated from Harvard University in 1844. On December 21, 1847, he married Virginia H. Dike of Steubenville, Ohio, and they had the following children: JOHN SHOENBERGER BLAIR, born December 9, 1848, died March 24, 1851; GEORGE DIKE BLAIR, born April 29, 1851 in the city of Pittsburgh. He was educated at St. Paul's School, Concord, N. H., and Heidelburg, Germany. He spent several years as manager of Huntingdon Furnace property, Huntingdon County, Pennsylvania, and was President of the Elliott Blair Steel Company of New Castle until 1923, then became President of the Blair Strip Steel Company until his death April 30, 1928. On August 21, 1880, he married Katherine Almeda Henderson of Huntingdon County (who was a second cousin of Attorney R. A. Henderson, of Altoona, Pa., and of Attorney Howard Henderson of Huntingdon, Pa.). and they had the following children: Virginia Dike Blair, who married Sir Henry Thornton. Sir Henry was knighted during the First World War; George Dike Blair, Jr., born at Huntingdon Furnace, Penna., on October 1, 1887, married Hazel Elizabeth Slingluff of Dover, Ohio, on June 7, 1913, to which union two children were born; Robert Dike Blair, who married Reba Blizzard; and Thomas Slingluff Blair, unmarried. George Dike Blair, Jr., is a graduate of Cornell University, and is President of the Blair Strip Steel Company, New Castle, Pa., which was founded in 1923 by his father and himself; John Cust Blair, who married Caroline Moore Fruchey, and they adopted two children, Barbara and John Alwyn.

ANNA DIKE BLAIR, born August 10, 1859, in the city if Pittsburgh, Penna., where she resided all her life. On September 18, 1879, she married Ross Johnston in Pittsburgh. He died March 8, 1885, and this union having one child, Virginia Blair Johnston, born July 6, 1881, who married Henry Frazier Harris, both now residing in Chestnut Hill, Penna. She remarried January 21, 1897, to Harvey Childs, Jr., in Pittsburgh, who died November 7, 1917, leaving two children, Harvey Childs, III, who married Laura Brown Mabon, both now residing in Pittsburgh, and Blair Childs, married and now residing in Washington, D. C.

THOMAS SHOENBERGER BLAIR, Jr., was born January 5, 1863, married Emma Parker on January 8, 1839, and they have the following children: Parker Blair, born March 19, 1890, who married Alice Buckingham of Chicago, Ill., Margaretta Parker Blair, born June 13, 1891, married Governor James Cox, Dayton, Ohio; Thomas Shoenberger

Blair, III, born November 21, 1895, unmarried, lives at Caixa, Postal 2G, Sao Pavlo, Brazil. Thomas Shoenberger, Jr., was in the Steel business all his life in Pittsburgh and Chicago. He was President of the Blair Engineering Company of New York and Chicago. He died in 1927.

All the foregoing is the genealogy, as it has been obtained, of the family of John Blair of Blair's Gap.

JOHN WALKER

John Walker, the husband of Susannah Blair, was the son of John and Ann Walker, and was born at Spruce Creek, now Colerain Forges, Huntingdon County, Pennsylvania, on the 11th day of December, 1793. The elder John Walker was one of the earliest settlers of Alexandria, being an innkeeper and active business man. He had two sons, John and William, and five daughters born to the union. One daughter married David Stewart of Colerain, who was later the Secretary of the Huntingdon, Cambria and Indiana Turnpike Road Company. Another daughter married John Canan, and a third daughter married Alexander McCormick. Catherine and Elizabeth died unmarried.

A study of the genealogy of the early Scotch-Irish in Scotland and Ireland shows that the Walker family was an important family, as well as the Scotts of Alexandria, and the association in America of these families seems to be a continuation of the association back to the twelfth century.

John Walker was a man 6ft. 4in. in height, well built, and a man in whom his father-in-law put a great deal of confidence; in fact, it was a very happy day for John Blair when his daughter, Susannah, became the bride of John Walker. John Walker was as a son to John Blair. Soon after Susannah Blair's death on September 20, 1842, John Walker acquired the old Blair homestead at Blair's Gap. While attending a ball at Washington, D. C., in 1847, John Walker met Prudence Permelia Portia Payne, a daughter of Simon Payne. Miss Payne was born in 1823. A story given by a descendant of John Walker, and since verified, goes on to say that John Walker was greatly attracted by the beauty of Miss Payne. The story goes that he winked at her and she promptly made a snoot at him. After the dance he was formally introduced, and he asked her why she made a snoot at him. Her reply was to inquire why he winked at her. We leave the reason to the reader; at any rate they were married at the home of Deel in Blankman, Frederick, Va., on Wednesday evening, March 24, 1847. Miss Payne was quite a musician and at one time she was booked to further her education in France, and arriving at the dock she realized she had forgotten her watch.

She went back to her room, secured her watch and then left for the dock. Upon arriving there she found the ship had sailed. This was probably a lucky thing for John Walker, as the ship sank at sea and all aboard were lost.

To the union of John Walker and Prudence Permelia Portia Payne, ten children were born, as follows.

WILLIAM PAYNE WALKER, born May 29, 1848, married Elizabeth Forney, and they had three children: Marian Walker; Louise Walker, who married Calhoun Stewart, and they had one child, Blair Stewart; Kitty Walker, who married————Endress, and they had one daughter, Elizabeth.

FRANK WALKER, born October 19, 1849. Unmarried.

KATE WALKER, born January 24, 1851. Unmarried.

HARRY WALKER, born September 9, 1852, married Harriet Payne, and they had the following children: Charlie, Alberta, Edna, Elmer, Blair, Albert, Ethel, and Maude.

CHARLIE WALKER, born 1854, married Agnes Alice Muer.

LIZZIE WALKER, born February 28, 1856, married Samuel C. McKillip, and to this union were born the following: Frank Raymond; William Byron, who married Minnie Huber, and they had one son, William McKillip. After the death of Samuel C. McKillip, his wife married John Evans, and they had a daughter Prudence P. Evans, who married Wilbur Shultzaberger.

R. LEE WALKER, born November 25, 1857, married Alsouria Adelaide White, and they had the following children: Esther Kinsey, who married Peter Whitelaw; Martha Forney, who married Alfred Wood White; Edith Edna, who married Guy Ormsby; John White; Margaretta Amanda, who married Milton B. Hoover; Mildred Lee, now Mrs. Samuel H. Eldon; Mary Alsouria; and Laura Jean, who married Howard Worth Walls.

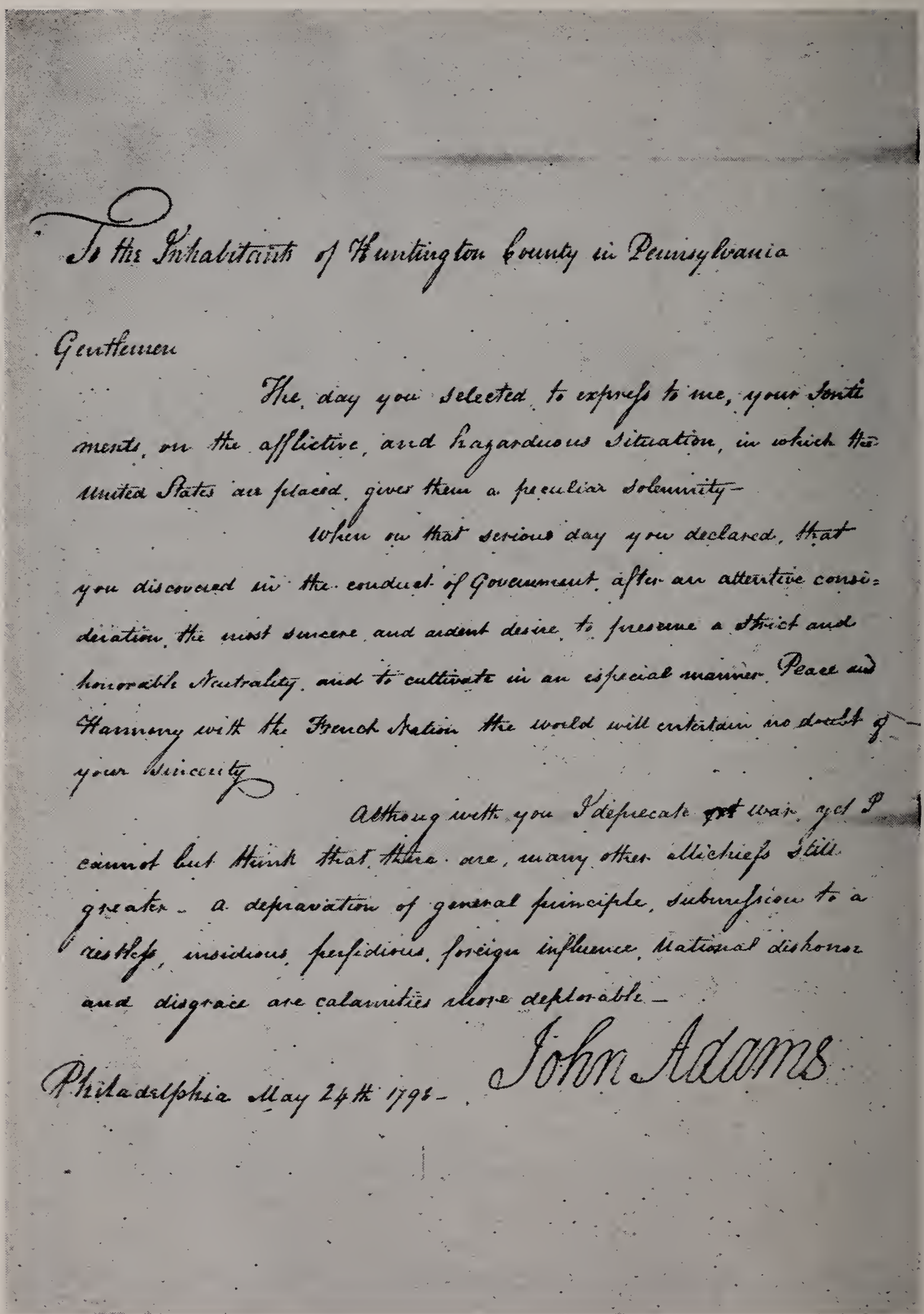
STUART WALKER, born October 11, 1859.

JOHN B. WALKER, born May 21, 1862.

BLAIR WALKER, born April 22, 1864.

It is interesting to note that to John Walker's first wife he had a son named John Walker, Jr., and to his second wife he also had a son named John B. Walker. The latter John Walker became quite an educator in the far West, and his obituary appears as follows:

"Died recently, at his home at Post Falls, Idaho, Mr. John B. Walker, of a complication of diseases. The deceased was the son of the late Mrs. P. P. Walker, of Duncansville. He was a student of Professor Stewart, then head of the Hollidaysburg Academy, by whom he was prepared for Lafayette College at Easton, from which institution of learning he graduated in 1887. For a time thereafter he was principal of one of the Altoona Schools, under Superintendent D. S. Keith. In September, 1889, he was married to Mildred, daughter of W. M. Wheatley, then a resident of Duncansville. Shortly afterward he went west to



To the Inhabitants of Huntington County in Pennsylvania

Gentlemen

The day you selected to express to me, your Sentiments, on the afflictive, and hazardous situation, in which the United States are placed, gives them a peculiar solemnity—

When on that serious day you declared, that you discovered in the conduct of Government, after an attentive consideration, the most sincere and ardent desire to preserve a strict and honorable Neutrality, and to cultivate in an especial manner Peace and Harmony with the French Nation the world will entertain no doubt of your sincerity.

Although with you I deprecate war, yet I cannot but think that there are many other calamities still greater — a depravation of general principle, submission to a restless, insidious perfidious, foreign influence, National dishonor and disgrace are calamities more deplorable —

Philadelphia May 24th 1798 — John Adams

The foregoing is a photographic copy of a stereotyped reproduction of the original appearing as an illustration in J. Simpson Africa's History of 1883.

Spokane, Wash., where he helped to raise the standing of the high school of that city, and his graduates were admitted to the Leland Stanford University, to Michigan University, to Harvard University, and the University of Pennsylvania, as well as to other schools of the same class. He filled the chair of higher mathematics in Washington state university, Seattle; was president of the State Normal school in Oregon, and later taught in Anaconda, Mont., and Post Falls, Idaho. He is survived by his wife and six brothers. For six years previous to his death, which occurred on October 22, 1906, he was principal of the Post Falls school."

A LITTLE BIT OF HISTORY

During Washington's administration, the Americans warmly sympathized with France, and when war broke out between that country and England, Washington had great difficulty in preserving neutrality. He saw that the true American policy was to keep free from European alliances. The Federalists generally favored England, and the Republicans (later Democrats) favored France.

A strong protest was sent to the Government, by the inhabitants of Huntingdon County and while a copy of the protest is not

AMERICA'S OLDEST ORIGINAL LOCOMOTIVE

The "John Bull," built in England in 1831 and operated on the Camden & Amboy Railroad, now a part of the Pennsylvania Railroad System, is one of the historic locomotives of America and rendered notable service in pioneer days of transportation by rail. After retirement from active operation in 1865, it was placed in the Smithsonian Institution, Washington. In 1893 it ran under its own power with two of its original cars as shown in this picture, to the World's Columbia Exposition in Chicago, following which it was returned to the Smithsonian Institution.

Pennsylvania Railroad Photograph

available, there has been preserved John Adams' reply. A photographic copy of a sterotyped reproduction of the original appears on page 35. This was during the period when John Blair was living in Huntingdon.

On December 4, 1810, a sale of the personal property of Thomas Blair of Blair's Gap was held. An original of the record of that sale has been preserved and a photographic copy appears

The Pennsylvania Railroad class T1 multi-cylinder steam locomotive, which is capable of pulling full-length passenger trains at speeds up to 100 miles an hour, and freight trains on fast schedules.

The T1 has eight driving wheels driven by four cylinders. Each pair of cylinders powers two pairs of driving wheels. There are also four-wheel leading and trailing trucks, so that the wheel arrangement is designated as 4-4-4-4. Driving wheels are 80 inches in diameter, steam pressure 300 pounds to the square inch, and starting traction effort 64,650 pounds. Engine and tender is approximately 123 feet long. The tender carries 41 tons of coal and 19,500 gallons of water.

The Pennsylvania Railroad Company, now celebrating its One Hundredth Anniversary, is a railroad unsurpassed in the world. It has never been to the financial surgeon. Its policy, adhered to for years, "For each Dollar of Dividend, a Dollar for Improvements" has given the company great stability. It bears an unbroken dividend record. It is staffed by a group of great American men and women—the living, moving example of the fruits of Free Enterprise. A corporation which made possible the great city of Altoona, located at the foothills of the eastern slope of the Alleghenies, the gateway to the West, the home of over 80,000 souls. A city not yet One Hundred years old. Possibly John Blair, who first broke the great barrier, dreamed of a great passage across the mountain; but, could any human being foresee such a phenomenal accomplishment. Nevertheless, we must conclude that his indefatigable will and efforts during his lifetime was toward that end.

Pennsylvania Railroad Photo

on page 14. It is interesting to note that in comparing the signature of John Blair as it appeared on the "shinplasters" that this bill-of-sale is recorded in John Blair's handwriting.

IN CONCLUSION

No genealogy of any of the pioneers appearing in the Juniata Valley would be complete without reference to that masterpiece, "The Blue Juniata," by Mrs. Marion Dix Sullivan; also "A Response to the Blue Juniata" by Rev. Cyrus Cort, D. D.; and a hitherto unpublished "Further Thoughts on the Blue Juniata" by Fred H. Cover.

Snapshot of the old homestead and birthplace at Boscawen, N. H. of Mrs. Marion Dix Sullivan, authoress of "The Blue Juniata." Her father was Col. Timothy Dix of Revolutionary fame, and she was a sister of Gen. John A. Dix of New York. The boulder in the front yard has inscribed thereon the famous expression of her brother, Gen. John A. Dix, made while he was secretary of the treasury during President Buchanan's administration, and is quoted from "The Encyclopedia Americana":—"At this time there were two revenue cutters at New Orleans, and he ordered them to New York. The Captain of one refused to obey his order, and Dix telegraphed to put him under arrest, adding the statement which has made him famous—'If anyone attempts to haul down the American flag, shoot him on the spot.' " This snapshot was furnished by A. A. Berle, Sr., who has occupied the homestead as a summer residence for the past 50 years. The records of A. A. Berle and his two sons are to be found in "Who's Who". Marion Dix wrote the poem in 1840. It was inspired by a trip up the Juniata River by packet boat. Miss Marion Dix married John W. Sullivan of Boston, a son of General Sullivan of Revolutionary fame.

The only method the Indians had of travel on the Juniata was by canoe. The foregoing is the artist's conception of Indians traveling between the villages of Ohesson and Assunnepachla.

The Picture of the Juniata appearing on page 40 is significant, as the scene is at the foot of Third Street, Huntingdon, Pa., formerly called Smith Street. This street was named "Smith" after the Rev. William Smith, D. D., First Provost of the University of Pennsylvania, Philadelphia, Pa., founder of the town of Huntingdon, Pa.

The rear of the first courthouse at Huntingdon, built by John Blair, overlooked this scene, and John Blair gazed upon it day after day. Over these waters the Indians paddled their canoes to and from Ohesson and Assunnepachla, Indian towns on the Juniata. Over these waters sailed Cryder's first Ark bound for Baltimore, Md., bearing agricultural products of the Juniata Valley. Strong arms pushed keel boats up stream. Here was the starting point of the Huntingdon, Cambria and Indiana Turnpike Road Company, now the William Penn Highway. Packet and canal boats on the Juniata division of the Pennsylvania Canal carried freight to and fro along the river. For almost one hundred years the mighty trains of the Pennsylvania Railroad Company have rolled east and west along its banks at this point. It was here, over 150 years ago, that John Blair caught the vision of providing transportation lanes, the triumph of which helped build a nation, and ultimately provided transportation lanes which served the nation in peace and preserved it in several wars. Here is revealed this

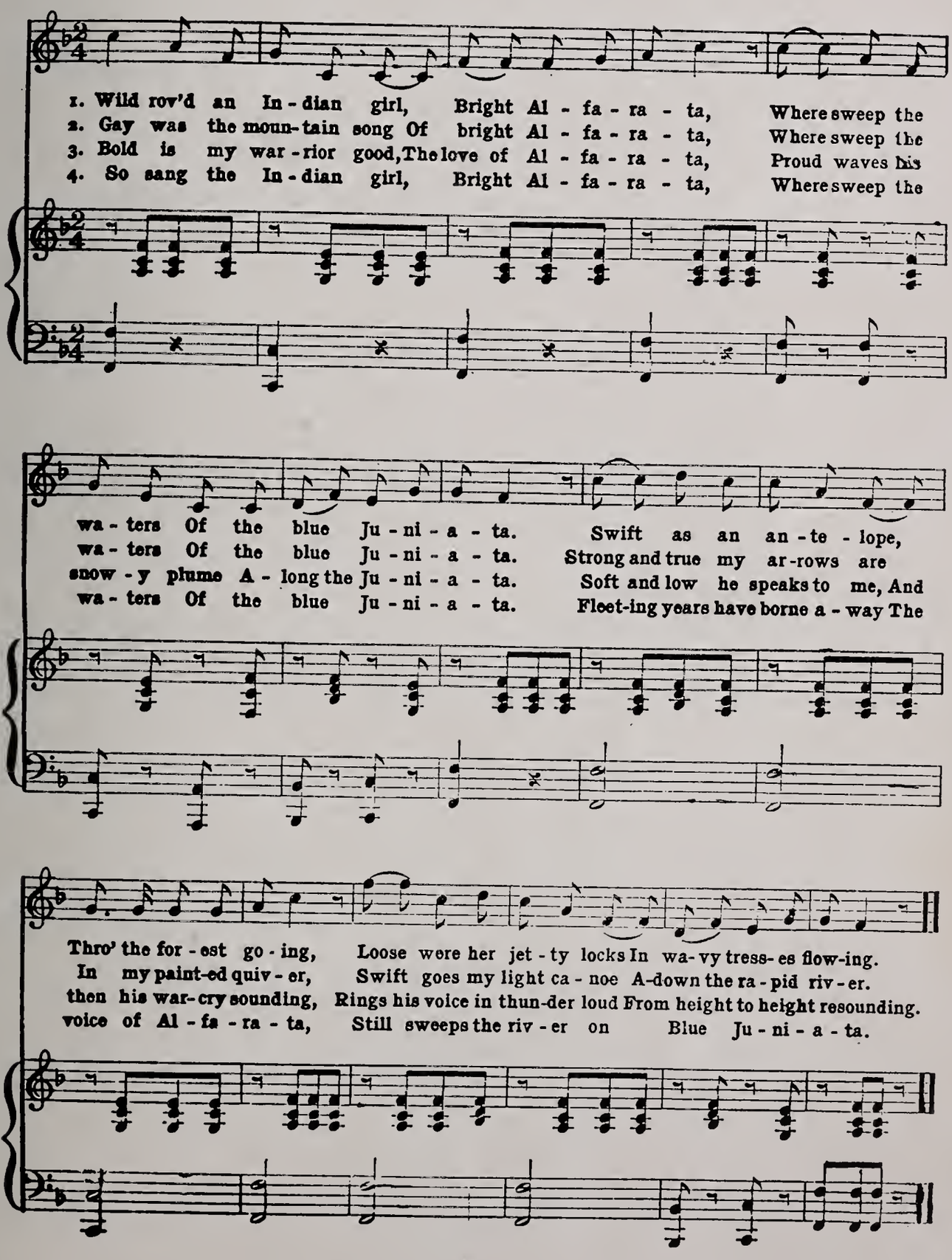
accomplishment in all its beauty and grandeur. Finally, these lines by Louise Shaw, can truly be said of John Blair:

"A lifetime seems in history's span
Short as a day, and yet a man
Invents and fashions things that last
Long after his brief breath has passed."

THE BLUE JUNIATA

By MRS. MARION DIX SULLIVAN

(Who was born in 1802, in Boscawen, N. H., near the beautiful Merrimac River. Her father was Col. Timothy Dix., and she was a sister of Gen. John A. Dix, of New York. She died in 1860).


1. Wild rov'd an In - dian girl, Bright Al - fa - ra - ta, Where sweep the
2. Gay was the moun-tain song Of bright Al - fa - ra - ta, Where sweep the
3. Bold is my war - rior good, The love of Al - fa - ra - ta, Proud waves his
4. So sang the In - dian girl, Bright Al - fa - ra - ta, Where sweep the
wa - ters Of the blue Ju - ni - a - ta. Swift as an an - te - lope,
wa - ters Of the blue Ju - ni - a - ta. Strong and true my ar-rows are
snow - y plume A - long the Ju - ni - a - ta. Soft and low he speaks to me, And
wa - ters Of the blue Ju - ni - a - ta. Fleet-ing years have borne a - way The
Thro' the for - est go - ing, Loose were her jet - ty locks In wa - vy tress - es flow-ing.
In my paint-ed quiv - er, Swift goes my light ca - noe A-down the ra - pid riv - er.
then his war-cry sounding, Rings his voice in thun-der loud From height to height resounding.
voice of Al - fa - ra - ta, Still sweeps the riv - er on Blue Ju - ni - a - ta.

A RESPONSE TO THE BLUE JUNIATA

By REV. CYRUS CORT, D. D., 1865

While Pastor of the Reformed Church, Altoona, Pa.

The Indian girl has ceased to rove
Along the winding river;
The warrior Brave that won her love,
Is gone, with bow and quiver.

The valley rears another race,
Where flows the Juniata;
Where maidens rove, with paler face
Than that of Alfarata.

Where pine trees moan her requiem wail,
And blue waves, too, are knelling,
Through mountain gorge and fertile vale,
A louder note is swelling.

A hundred years have rolled around,
The Red man has departed,
The hills give back a wilder sound
Than warrior's whoop e'er started.

With piercing neigh, the iron steed
Now sweeps along the waters,
And bears with more than wild deer speed
The white man's sons and daughters.

The products, too, of every clime
Are borne along the river,
Where roved the Brave in olden time,
With nought but bow and quiver.

And swifter than the arrow's flight,
From trusty bow and quiver,
The messages of love and light
Now speed along the river.

The engine and the telegraph
Have wrought some wondrous changes.
Since rang the Indian maiden's laugh
Among the mountain ranges.

'Tis grand to see what art hath done,
The world is surely wiser;
What triumphs white man's skill hath won
With steam, the civilizer.

But still, methinks, I'd rather hear
The song of Alfarata,
Had rather chase the fallow deer
Along the Juniata.

For fondly now my heart esteems
This Indian song and story;
Yea, grander far old nature seems,
Than art in all its glory.

Roll on, thou classic Keystone stream,
Thou peerless little river;
Fulfill the poet's brightest dream,
And be a joy forever.

As generations come and go,
Each one their part repeating,
Thy waters keep their constant flow,
Still down to ocean fleeting.

And while thy blue waves seek the sea,
Thou lovely Juniata,
Surpassing sweet thy name shall be,
For sake of Alfarata.

FURTHER THOUGHTS ON "THE BLUE JUNIATA"

August, 1946

By FRED COVER

(Employed in a supervisory capacity by the Pennsylvania Electric Company at Altoona, Pa., and author of many published poems).

The years roll on, the stars still shine
Above the Juniata,
Though many a sweeter voice than mine
Has followed Alfarata.

What steam and telegraph began
In days of early growing,
Has gone beyond the hopes of man
Or what he dreamed of knowing.

No lonely course you now pursue;
Your shores are lined with highways,
And many bridges traverse you
To join the winding by-ways.

By day, the trucks and motor cars
Along your banks are creeping.
By night, like tiny shooting stars,
Above you, planes are sweeping.

When truck and car and plane are gone
Like brave and bow and quiver,
You still will flow serenely on,
Oh noble little river.

October 5, 1946

ADDRESS OF M. A. MILLER AT DEDICATION OF JOHN BLAIR ROOM

At The Blair County Historical Society Mansion

Mr. Canan, President of the Blair County Historical Society, Ladies and Gentlemen:

Here, today, amidst these historical surroundings, the old homestead of Elias Baker, now the permanent home of the Blair County Historical Society, we assemble to dedicate a room to the memory of John Blair, in whose honor Blair County was named. In the booklet entitled "Meet the Blair Family" an attempt was made to establish the genealogy of this family, and along with our dedication of this room today it is presented, not in complete form, but sufficient to outline briefly the forebears and descendants of John Blair.

The Blairs were among the earliest settlers of this County. From the honorable and distinguished lives of their ancestors, these early pioneers, backed by high and noble culture, took their part in making possible the establishment of a "New Republic" and helped to establish law and order, as well as peace within this valley.

John Blair's contribution, and the contribution of his father, Captain Thomas Blair, however, went far beyond the ordinary duties and public service to the Juniata Valley. By their acts and deeds they pioneered in transportation; the problems of their day

would have staggered men lacking the wisdom, will, and undaunted spirit and vision with which they were endowed. Realizing the great resources of iron, coal, silica, and other minerals lying dormant from time immemorial, they saw clearly the necessity for high class transportation. Crude as it seems today, yet in their day it was the best of the times — the pack-horse route, the turnpike, the canal, and that great engineering accomplishment of the 1830's, the inclined plane and Portage Railroad, provided not only an outlet for the products of this valley, but established a permanent transportation lane for the eastern part of Pennsylvania, and probably contributed more to the development of the west, and the prevention of the formation of a Central Empire west of the Allegheny Mountains than any other movement. Where once traversed these transportation systems, now is traversed the world's greatest railroad system, and where once the turnpike provided means of travel for Conestoga wagons, now traverses the great William Penn Highway. Probably more traffic passes through here than anywhere else in the world.

This is the anniversary of Blair County's First Hundred Years, it having been incorporated February 26, 1846. It is likewise the One Hundredth anniversary of the incorporation of the Pennsylvania Railroad Company, which was April 13, 1846. The mighty barriers of the Allegheny Mountains were broken by the great work of John Blair, and the final triumph occurred in 1854, when that second engineering triumph at the horseshoe curve made possible the continual flow of traffic, uninterrupted throughout the years, save two days, from Thursday, May 23, 1946 at 4 P. M. E. S. T., to Saturday, May 25, 1946 at 4 P. M. E. S. T. This interruption (strike) was caused by an attempt to adjust an alleged economic dislocation.

It is well and fitting that we should honor John Blair, and dedicate a room to his memory, placing therein material of interest which will be perpetuated as a heritage to the citizens of Blair County.

It is my pleasure, and honor, on behalf of the four Lions Clubs of Blair County, the sponsors of this room, to present to you, sir, a chart showing the genealogy of the Blair Family.

On January 19, 1931, the Altoona Lions Club established a fund known as "The Blair County Foundation for the Blind," which has grown throughout the years and has reached a corpus sum of substantially $25,000. For a permanent record, showing their interest in Blair County, we present a chart of this Foundation.

During the next One Hundred Years or more, thousands of people will pass through this room, and as they look upon these

walls and relics of an olden time, let them not forget those whose lives are darkened, and who are not privileged to see or contemplate the beauty and sentiments created here.

Therefore, Mr. President, I present to you this aluminum bowl to be placed upon a pedestal at an appropriate location in the "John Blair Room" where those who pass by may, if they wish, make a contribution toward the aid and assistance of the blind, for the prevention of blindness in the great county of Blair, and to further memorialize John Blair of Blair County.

ADDRESS OF ACCEPTANCE BY THE PRESIDENT WILLIAM T. CANAN, OF THE BLAIR COUNTY HISTORICAL SOCIETY

October 5, 1946

Mr. M. A. Miller, members of the Lions Clubs of Blair County, members of The Blair County Historical Society, and guests:

This is an auspicious occasion for the beginning of the second century of this glorious county of ours wherein we have been the beneficiaries of the remarkable heritage of our forebears who were blessed of Almighty God because they were a reverent, courageous, industrious and devoted people. We are nearing the close of the Centennial year which has marked the close of a century of progress and accomplishments worthy of the vision, the fortitude, the sacrifice and labor of that splendid character after whom this county was named, the only local resident so honored in this great Commonwealth of Pennsylvania. However, we are just beginning to reap the benefits of such an observance which we are justified in believing will bear good fruit a hundred fold in many and varied ways in the years which lie ahead.

The object of the Blair County Historical Society is the discovery, collection and preservation of the natural, political and literary history of Blair County. In its effort to accomplish this purpose, the Society is engaged in the collection and preservation of books, newspapers, maps, genealogies, portraits, etc., which may illustrate or establish the history of our county. As such we are endeavoring to discharge our duty in assisting civilized mankind in its progress toward the greatest of political and social blessings—a rational freedom of thought and action. The special duty of history is to sketch the career and describe the conditions of those communities whose ideals and institutions, or whose achievements in the cultural life of the community were remarkable in their own epoch, or by influencing other communities helped to make the civilized world what it is now.

If we can instill a love of history in our children today, we will not only acquaint them early with human life, but we will also elevate their tastes to demand a high standard of entertainment. Certainly, there is enough of a contrary nature on all sides which makes it all the more essential that we should stand at their portals offering as our most precious possession the history that we received from our ancestors, the history that our own generation has increased with our deeds and adventures, the history which each coming year must add more remarkable chapters. As we may easily perceive the desirability of stores of knowledge for the future, so by that same measure we may also value our own opportunities of peering in the past. By means of history, we who are limited in life to a few decades, may dwell upon the experience of our own kind for many centuries.

While Mr. Mervin A. Miller might be considered an adopted son of Blair County, we must remember that he is a native of Cumberland County which embraced the entire Juniata Valley when that county was established in 1750. This may explain why he became so fascinated in the research occasioned by his compilation of his chapter, "Business in Blair County," in Blair County's First Hundred Years. At any rate, through this pamphlet "Meet the Blair Family", we, and those who follow after, will be forever enriched through his contribution to our knowledge, our edification, and our appreciation of the heritage which John Blair has handed down to us.

As President of the Blair County Historical Society in this Centennial year, it is my proud privilege to accept for the Society the offer of the Lions Clubs of Blair County, to name the room the "John Blair Room"; and may this aluminum bowl ever serve as a reminder of our blessed privilege of seeing the beauties of God's handiwork, intensified and made more meaningful as we pause to consider those from whose lives such blessings have been taken away. Finally, may we all emulate the life and doctrine of John Blair and prove ourselves worthy of our responsibilities as his beneficiaries, so that it may be said likewise of us that our good works do follow after us.

The foregoing illustration represents a 1946 passenger motor car. It is impossible to furnish all the pictures that would depict the various motor transportation facilities, but sufficient to say that the highways, street of cities, and the country roads are traversed by all types and means of conveyance carrying people and commodities, creating traffic regulations, and reflecting progress compared to 160 years ago when Captain Thomas Blair blazed the trail for pack-horse transportation.

Courtesy of the Nearhoof Motor Company

Modern passenger bus used on city streets and highways. Transportation has progressed a long way since John Blair's stagecoach operated on the Huntingdon, Cambria and Indiana Turnpike Road Company's turnpike.

Courtesy of Logan Valley Bus Company

This airliner carrying strawberries from Florida landed at Blair County Aviation Company's airfield at Martisburg in the spring of 1946. Courtesy of Donald G. Nelson, Donald B. Slep and Samuel Fisher. Further reflecting progress compared to 160 years ago when Captain Thomas Blair blazed the trail for pack horse transportation.

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